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SAUCE.

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No. 21,906 號陸零百玖仟壹萬式第 日伍拾月捌辰戊 HONG KONG, FRIDAY, SEPTEMBER 28th, 1928. 伍拜禮 日捌廿月玖年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	12.00	1.15	2.35	4.50	5.45	7.30	7.30
Yuenai ...Dep.	8.45	8.10	8.35	9.15	10.05	12.05	1.20	2.40	4.55	5.50	7.35	7.35
Shatin ...Dep.	7.01	7.26	7.51	8.31	9.20	11.20	1.34	2.54	5.09	6.04	7.38	7.38
Taipei ...Dep.	7.01	7.26	7.51	8.31	9.20	11.20	1.34	2.54	5.09	6.04	7.38	7.38
Taipei Market ...Dep.	7.01	7.26	7.51	8.31	9.20	11.20	1.34	2.54	5.09	6.04	7.38	7.38
Taipei ...Dep.	7.01	7.26	7.51	8.31	9.20	11.20	1.34	2.54	5.09	6.04	7.38	7.38
Shamshui ...Dep.	7.01	7.26	7.51	8.31	9.20	11.20	1.34	2.54	5.09	6.04	7.38	7.38
Canton ...Arr.	1.02	1.27	1.52	2.32	3.22	5.22	6.37	8.57	10.12	11.07	12.42	12.42

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton ...Dep.	8.05	8.30	8.55	9.35	10.25	12.25	1.40	3.00	5.15	6.10	7.45	7.45
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57
Shamshui ...Dep.	7.18	7.43	8.08	8.48	9.38	11.38	1.52	3.12	5.27	6.22	7.57	7.57

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R. BAKER, Manager.

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LONDON'S GAMBLING CLUBS.

£12,000 FORTUNE—THEN PENURY.

HUMAN TRAGEDIES.

Human tragedies of the direst kind have been caused by the illegal London day clubs which make fabulous profits from their *rouge et noir* or roulette tables.

There is a type of player at the clubs I have visited who deprecates wild gambling of any kind, writes a *Daily Mail*. Many are the human tragedies such men have described to me, sometimes indicating the victims of them, and I can add stories that have been sent to me by post.

At the first club I visited a man was pointed out who inherited £5,000 and married. On his first visit to the club he lost £100. Rather than tell his wife what became of it, he took along £250 in the hope of getting his £100 back.

Pursuing His Losses. He has been pursuing his losses ever since. They judge, from his dress and known poverty, that he has little left to lose. He has sacrificed health and good looks, and his wife and their three-week-old baby have left him because he can no longer keep them.

At the same club I was told this story about one of the croupiers, a pale, dark-haired young fellow.

There entered the club a brisk young man whose dress and air suggested that he was a young City worker. He was introduced by a member as a guest, and was not fortunate enough to win his first half-crown bet at the *rouge et noir* table.

Half an hour later he was gambling in pounds. Soon he was explaining to one of the club officials that he had lost £25—the firm's money. Desperately he pleaded for a loan of this amount, to be repaid by weekly instalments out of his salary. His pleas were unavailing.

The croupier sent for his coat, gave him a £1 note, and said: "This will help. Raise the money somehow. And for Heaven's sake give it up." Several people have told me of little acts of generosity on the part of this croupier.

One man who had built up a prosperous manufacturing business and is now penniless, having lost about £12,000 at two clubs, told me the following story:

He was a member of one of the clubs I have described, and one day was asked to join a party which was going over to a second club which figures in the stories I have related. Here he lost such a big sum of money over the tables that he became a member with the sole intention of getting it back.

Little successes encouraged him to believe that it was possible to right himself, that one could win at the game if one had luck. But with the little successes came bigger failures. He pursued his losses until the last penny had gone.

Starting Afresh. To-day, forgiven by his wife, he plans to go abroad and begin again, and to send for her when he makes good. Like the others I have spoken to, he has learned at the tables that the bank always wins in the long run at London's illegal casinos.

I have spoken to a man who moved from Newcastle to London for business reasons. He sold the house that he owned at Newcastle for £1,100. In the West End he hoped to double this sum at least. Instead he lost the lot, together with £350 borrowed from money-lenders.

A Mother's Appeal. Here are two points from the letters I have received: A Wandsworth mother who has sent her son to New Zealand pleads for immediate action against these clubs, at one of which her son lost £150 to them a fortnight. He is a fine boy in other respects, she says, and is making good.

Two sisters are living in comparative poverty, their father, who died only ten weeks ago, having lost nearly £3,000 at *rouge et noir* in clubs of the kind I have described.

WOMAN PLANS MURDER.

LOVER DOMINATED BY HER WILL.

AN EVIL GENIUS.

Berlin, Sept. 4th.

Frau Pochetzel, an evil genius if ever there was one, and her husband have been arrested at Rybnik, in Upper Silesia, on a charge of murder.

The man has made a frank confession of guilt to the police, and seemed relieved to be able at last to tell his tale of passion, hate, and death.

The woman, in whose terrible hands the man was, denied her guilt obstinately, but under the ordeal of an examination she broke down and acknowledged that she was a murderess.

Pochetzel is a workman, and before he met the fatal woman who has ruined him he lived happily with a wife whom he adored. She was a delicate girl and fell into a decline. Her husband was overcome with grief when they told him that she could not live.

She was helpless and had to take to her bed. A neighbour, Frau Brachmann, came in and out, to help. Slowly the invalid realised that this woman of 30 did not come out of pity for her, and saw that the woman had marked down Pochetzel as her prey. Frau Brachmann was married, and the dying wife suspected her husband's growing infatuation.

"Give her up," were the last words she said as she died in his arms.

Pochetzel was completely influenced by Frau Brachmann, and did not finish when she told him that they must rid themselves of her husband. They tried to poison the husband, but failed three times.

One night the three went to a public-house and Herr Brachmann became drunk. It was the guilty couple's chance. In the courtyard of the Brachmanns' house was a well and they threw him into it.

New Murder Plan. Five months later the widow married her lover, but they soon found life together intolerable. One night Pochetzel overheard his wife discussing with her grown-up daughter a plan for murdering him. He kept silent, but after that the neighbours heard incessant quarrelling.

At last one night, when fury had banished prudence, they heard the husband and wife shouting in a storm of mutual accusation the secret of the murder they had committed. The police were told, and Pochetzel at once confessed his guilt, while the woman who had been his ruin denounced him as a coward.

GREYHOUND KILLED ON LIVE WIRE.

"ONE IN A MILLION" CHANCE.

Captain E. A. V. Stanley's greyhound Farran Queen, was electrocuted while running in the last race at Clapton Stadium, London, on September 1st.

The dog got away from the trap badly and, apparently becoming frightened, slipped under the post-house, being killed immediately. The hare in its second circuit is believed to have passed over the animal's body, which was terribly mutilated when picked up.

The owner is the senior steward of the National Greyhound Racing Club.

The accident is said to be the first of its kind since greyhound racing began in England.

"It is a one in a million chance of such an accident occurring again," an official told a reporter.

The official said that when the dog reached the first post-house it appeared to falter, and then to make a dive through the intervening space of six inches between the trough of the post-house and the ground. "The dog must have slipped," he added. "It went in and immediately was electrocuted."

The accident caused considerable excitement among the thousands of spectators, many of whom stayed after the race to ascertain whether the dog had been killed or injured.

DIARY OF EVENTS.

To-day.

(September 28th.)

Christian Fellowship Meeting, Helena May Institute, 10 a.m.

Kowloon Cricket Club Annual General Meeting, 5.30 p.m.

H.K. Automobile Association Committee Meeting, J. & M. Board Room, 5.15 p.m.

Entries close for Grand Tattoo Motor Car Parade

Civil Service Cricket Club, Annual Meeting, 5.30 p.m.

Queen's Theatre: "Loves of Carmen."

World Theatre: "The Gaucho," 2.30, 5.00, 7.15 and 9.30.

Star Theatre: "The Brute."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: Inward: Europe via Suez (Africa); Europe via Siberia (Kashgar). Outward: Europe via Siberia (Kashgar), 6 p.m.

Saturday.

(September 29th.)

Michaelmas.

St. Michael and all Angels.

Cricket: Division II: Indian R.C. v. Hong Kong Electric (F), Kowloon C.C. v. Volunteers (F).

Lawn Bowls: Recreation "A" v. Yacht Club, Kowloon C.C. v. Craigengower, Bowling Green v. Recreation "B", Tai Koo v. Civil Service.

Chinese Cross-Harbour Swim, 2.30 p.m.

Queen's Theatre: "Loves of Carmen."

World Theatre: "The Gaucho," 2.30, 5.00, 7.15 and 9.30.

Star Theatre: "The Brute."

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails: Outward: Europe via Marseilles (Kashgar), 10.30; Europe via Siberia (Szechuen), 6 p.m.

Sunday.

(September 30th.)

17th Sunday after Trinity.

Annual Swimming Competition for Brigade Trophies, King's College, 10 a.m.

Cricket: Division II: Indian R.C. v. R.A.S.C. (F).

Queen's Theatre: "Afraid to Love."

World Theatre: "Blind Alleys."

Star Theatre: "Too Many Crooks."

Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.

(October 1st.)

Sale of Crown Land, Kowloon Island Lot No. 2141, 3 p.m.

Golf: Opening day of St. John of Jerusalem and British Red Cross Trophy.

Billiards: K.O.S.B. v. R.E. and R.C.; Royal Artillery Stonecutters v. Queen's; C. and P. O. Club v. Warders; Water Police v. Dockyard; Land Police v. Garrison Mess.

Theosophical Society Opening of New Premises, 8 p.m.

Queen's Theatre: "Afraid to Love."

World Theatre: "Blind Alleys."

Star Theatre: "Too Many Crooks."

Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.

(October 2nd.)

Whist Drive: Police Branch M.C.C. at Helena May Institute, 5.45 p.m.

Sanitary Board Meeting, 4.15 p.m.

Queen's Theatre: "Spring Fever."

World Theatre: "What Price Glory."

Star Theatre: "Fast and Furious."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: Outward: Europe via Vancouver and Europe via Siberia (Empress of Canada), 10 a.m.

Wednesday.

(October 3rd.)

Seaman's Institute Whist Drive.

Queen's Theatre: "Spring Fever."

World Theatre: "What Price Glory."

Star Theatre: "Fast and Furious."

Principal Mails: Outward: Europe via Vancouver and Europe via Siberia (Empress of Canada), 10 a.m.

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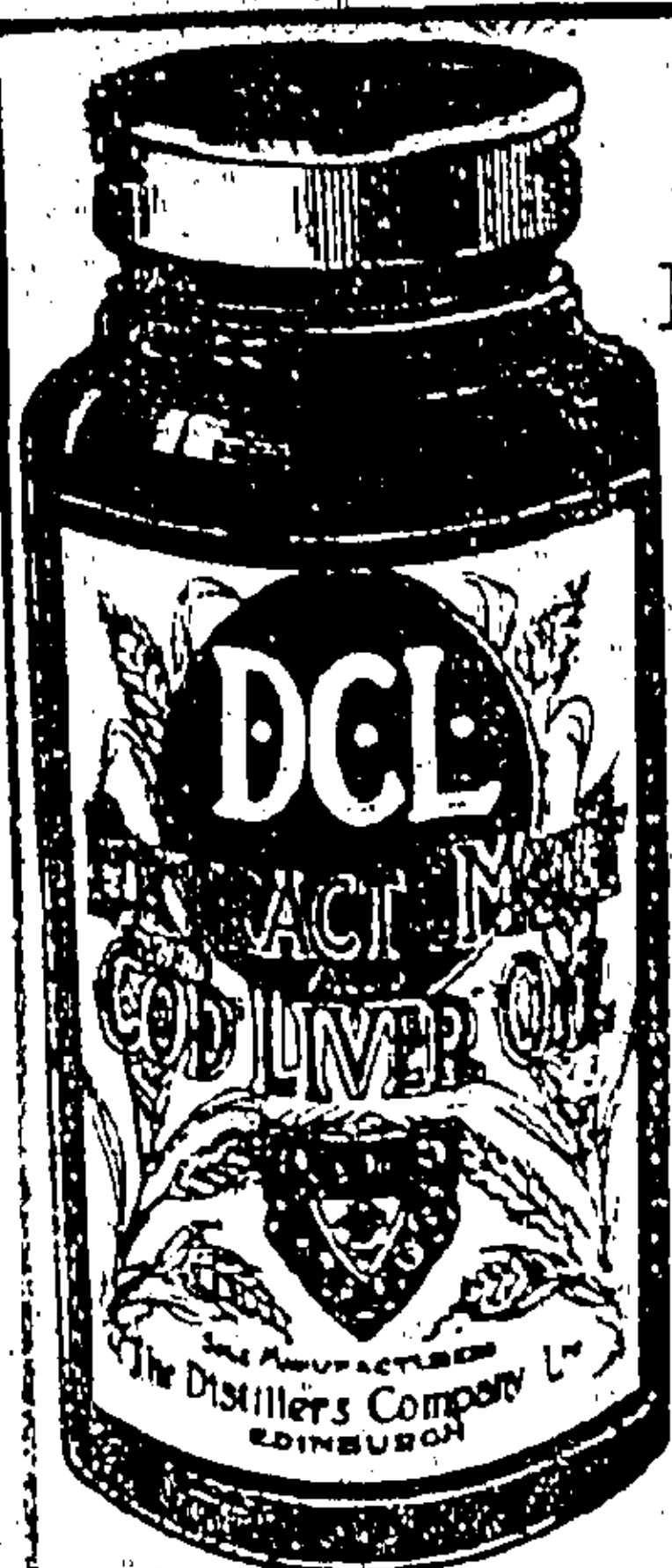
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BOUND VOLUMES of the

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With Index, Price—\$7.50.

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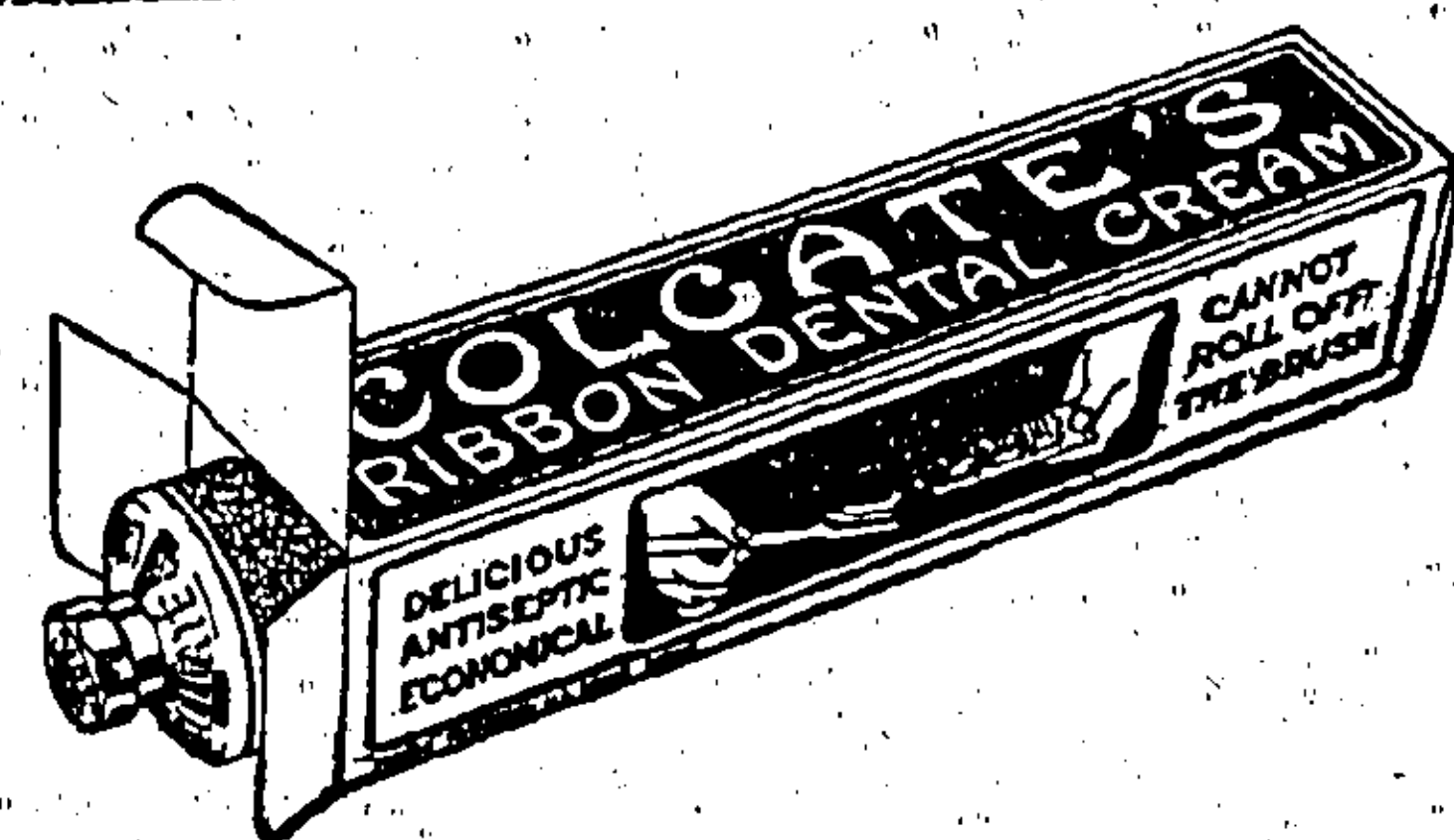
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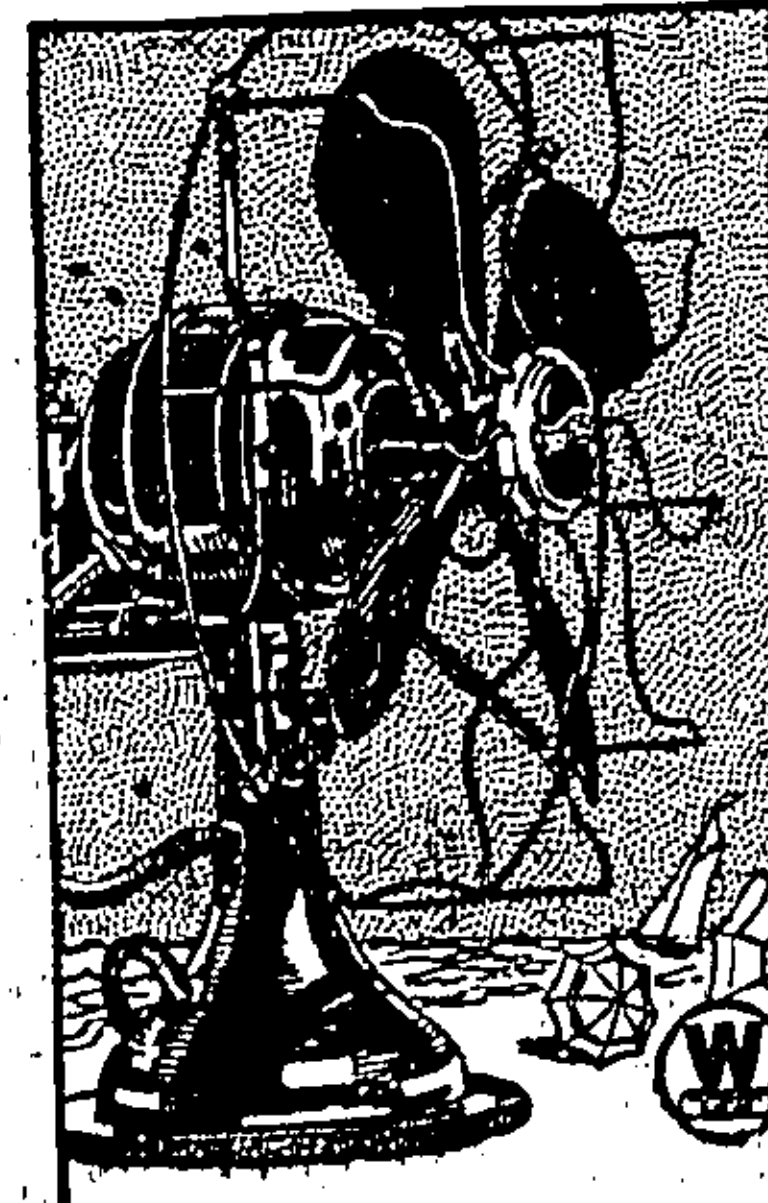
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HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.S.O.,
COMMANDANT.]

No. 349.

1.—Sports Committee Meeting.

A meeting will be held at Volun-
teer Headquarters at 6 p.m. on
Monday, October 1st, 1928.

2.—Sports Entries.

Company Commanders are re-
minded that Collective Entries for
the Sports must reach Lieut. Mac-
kenzie before noon on Saturday,
September 29th, 1928.

3.—Holiday.

Monday, October 8th, 1928, will
be observed as a holiday, no parades
will be held on that day.

4.—Musketry.

The Scottish Company will fire
Part II. Table "T" at Stonecutters
Range on Sunday, September 30th,
1928.

Range Officer: Capt. K. S. Morris-
son.

Launch will leave Murray Pier at
9 a.m. and call at Kowloon Pier at
9.10 a.m.

Dress: Musketry Order, i.e., rifle,
belt, bayonet, braces and pouches.
Uniform or multi optional.

Arms will be drawn from Corps
Headquarters on Friday, September
28th, between 9 a.m. and 12 noon,
or 2 and 4 p.m., on 5 and 6 p.m.,
and on Saturday, September 29th,
between 9 a.m. and 1 p.m.

5.—Corps Band.

TATTOO BAND REHEARSALS.
Parade at Murray Parade Ground
at 9 a.m. sharp on Monday and
Tuesday, October 1st and 2nd, in
uniform as hereunder:—

Helmet, tunic, white belt, shorts,
putties, black boots, and on Thurs-
day, Friday and Saturday, October
1st, 2nd and 3rd, at 5 p.m. at Sook-
unpoo in uniform as below:—

Blue cap, tunic, white belt, slacks
and black boots.

6.—The Battery.

Friday, September 28th, 1928:
Parade at Volunteer Headquarters
at 5.25 p.m. Layers Class on No. 1
Gun. Gun Drill on No. 2 Gun.
Signal Section under Sergt. J. M.
Jack.

7.—Engineer Company.

Parade at Corps Headquarters on
Wednesday, October 3rd, at 5.30
p.m. for Squad Drill. Dress: Multi,
rifle, belt and bayonet.

8.—Corps Signals.

Monday and Thursday, October
1st and 4th, 1928: Parade at Corps
Headquarters at 5.30 p.m. Dress:
Multi.

9.—Mounted Infantry Company.

Friday, September 28th: Parade
at Corps Headquarters for instruc-
tion on the Machine Gun at 5.30
p.m. Sergt. Pott's Section only.

10.—Armoured Company.

FRIDAY, SEPTEMBER 28th, 1928.
Parade at Volunteer Headquarters
at 5.30 p.m. for Squad Drill. Dress:
Multi.

11.—Machine Gun Company.

The Company will parade at full
strength on Tuesday, October 2nd,
at 5.30 p.m. at Corps Headquarters.
Dress: multi as hereunder:—

Instructors Class under Capt. E.
J. R. Mitchell.

No. 1 Platoon: Machine Gun
Training under Sub-section
Commanders.

No. 2 Platoon: Machine Gun
Training and Arms Drill under
Sub-section Commanders.

Recruits will parade at the
Miniature Range at Corps
Headquarters for Musketry
under Sergt. V. C. Branson,
M.C. Dress: Multi.

12.—Scottish Company.

Thursday, October 4th, 1928:
Platoons will parade at 5.30 p.m.
for Machine Gun Instruction, dress
multi, as follows:—

Nos. 5 and 7 Platoons at Corps
Headquarters.

No. 6 Platoon at Kowloon Docks.
Musketry Part II: The atten-
tion of all ranks is drawn to this
Corps Order para. 4 regarding Part
II, to be fired by the Company on
Sunday, September 30th.

Range Officer: Capt. K. S. Morris-
son.

Tattoo Guard will parade as de-
tailed by 2/Lieut. Forsyth.
Pipes and Drums: Pipe Band will
parade at Corps Headquarters for
practice on Wednesday, October
3rd, at 6 p.m., and each succeeding
Wednesday.

Hollows: Lists of Guests
should be sent in to Corp. T. P.
Spencer as early as possible
vide notice already circulated.

Corps Sports: Intending parti-
cipants are reminded to send in
their entries together with fees to
Corp. D. J. Lyon, c/o Messrs. Jar-
dine, Matheson & Co., Ltd.

13.—Portuguese Company.

GUARD OF HONOUR PRACTICE PARADES.
The Company will parade at
Corps Headquarters on Monday,
October 1st, at 5.30 p.m. for practice
parade.

Dress: Review order, khaki, i.e.,
helmet, tunic, medals, shorts,
putties, hosiery, boots. Belt and
sidearms and rifle.

This is the final dress rehearsal
for the Guard of Honour in readi-
ness for October 8th. Particular
care should be taken to have all
clothing and equipment spotlessly
clean.

RECRUITS.

All recruits who have not yet
fired Part I. Musketry will parade
at the Miniature Range on Friday,
October 5th, at 5.30 p.m. for
Musketry Instruction.

PEAK RANGE.

The Peak Range has been allotted
to the Company on Sunday, Septem-
ber 30th. Firing will commence at
9 a.m. sharp. Advantage should be
taken of this opportunity for prac-
tice. Range Officer: 2/Lieut. J. S.
Rodrigues.

MUSKETRY PART II.

The Company will fire Part II.
Musketry on Sunday, October 7th,
at Stonecutters Range.

Launch will leave Murray Pier
at 9 a.m. and call at Kowloon Pier
at 9.10 a.m.

Dress: Optional but belt and
pouches must be taken.

Range Officer: Lieut. S. Jarvis,
M.C.

14.—Reserve Company.

The Machine Gun Class will be
held at Corps Headquarters at 5.30
p.m. every Wednesday commencing
October 3rd, 1928. Dress: Multi.

15.—Strength.

The following recruits are taken
on the strength and posted as
under:—

No. 1399 Pte. J. C. Polson, No. 5
Platoon, from September 20th,
1928.

No. 1300 Pte. J. Revia, No. 6
Platoon, from September 20th,
1928.

No. 1391 Bandsman J. M. Xavier,
Corps Band, from September
21st, 1928.

No. 1392 Pte. J. H. Davy, M.I.
Co., from September 21st,
1928.

No. 1393 Pte. V. R. Gordon, No. 1
Platoon, from September 21st,
1928.

No. 1394 Pte. H. L. Ewin, No. 1
Platoon, from September 21st,
1928.

No. 1395 Spr. F. S. W. Smith,
Engineer Co., from September
26th, 1928.

No. 1396 Pte. J. Sloan, No. 5
Platoon, from September 28th,
1928.

No. 1397 Pte. J. M. Pinna, No. 9
Platoon, from September 28th,
1928.

16.—Promotions and Appointments.

No. 2 PLATOON M.G. COMPANY.
No. 1092 Pte. T. Seddon is ap-
pointed Lance Corporal, as from
September 25th, 1928.

PORTUGUESE COMPANY.

The following promotions and
appointments take effect from Sep-
tember 26th, 1928:—

No. 938 Sergt. V. M. Xavier, to
be A/C.S.M.

No. 950 Corp. J. A. Delgado, to
be L/Sergeant.

No. 1178 L/Corp. H. J. Silva, to
be L/Sergeant.

No. 1172 L/Corp. A. Garcia, to
be L/Sergeant.

No. 1135 L/Corp. N. B. Maher, to
be Corporal.

No. 1191 L/Corp. C. A. Cunha, to
be Corporal.

No. 947 L/Corp. L. Z. Marques,
to be Corporal.

No. 1177 L/Corp. F. P. Sequeira,
to be Corporal.

No. 946 Pte. A. M. B. Rocha, to
be L/Corp.

No. 1179 Pte. L. Gardner, to be
L/Corp.

No. 1192 Pte. L. Osmund, to be
L/Corp.

No. 1184 Pte. A. J. V. Ribeiro,
to be L/Corp.

No. 1180 Pte. C. G. Silva, to be
L/Corp.

No. 1194 Pte. H. A. Barros, to
be L/Corp.

No. 1129 Pte. E. A. Noronha, to
be L/Corp.

No. 1319 Pte. E. V. M. B. Souza,
to be L/Corp.

17.—Transfer.

No. 1235 L/Corp. J. K. Shaw
is transferred from Car Section to
the Reserve Company, as from
September 21st, 1928.

18.—Leave.

Major G. D. R. Black, V.D.,
Medical Service, is granted an
extension of leave until November
15th, 1928.

Lieut. J. Norrie Owen, Machine
Gun Company, from September 25th
to October 24th, 1928.

19.—Struck Off The Strength.
Having completed three years' service and claimed his discharge,
as from September 8th, 1928:—
No. 845 Spr. B. C. Keen, Engineer
Company.
(Continued on next Column.)

CONVICTS AS A "SIDE- SHOW."

A DARTMOOR SCANDAL.

HOME SECRETARY TO BE APPROACHED.

"Let's go to Princetown and see
the convicts," is a remark that one
frequently hears among the holi-
day-makers who crowd the seaside
resorts of South Devon.

During the holiday season,
Princetown is the Mecca of half
the motor-coaches from Exmouth to
Torquay.

This little convict town at morn-
ing and evening is as quiet as the
remotest rural village.

The stir begins at noon. Roads
from Morctonhamstead and Yel-
verton and Tavistock, which all
converge on Princetown, are then
black with motor traffic. The great
open space in the centre of Prince-
town, opposite the Duchy Hotel, is
soon packed with motor-coaches
and motor-cars, each of which dis-
charges its load of visitors.

The invaders swarm down the
main road leading to the prison
gates, where warders hid them
move on.

Suddenly the crowd falls back.
Two men in convict dress are seen
coming along the main road, fol-
lowed by a tall warder with a load-
ed rifle. The prisoners, with bowed
heads, cast furtive glances to right
and left and hurry away with
shamed looks to their prison task.

A crowd of excursionists is pre-
sently seen looking over a low stone
wall into an enclosure by the road-
side. Three sad-eyed men in prison
clothes are busy painting a house,
by the wall of which a prison
warder leans with a gun on his
arm.

The entrance to the quarry al-
ways attracts visitors. The con-
victs themselves approach the
quarry from the prison by a tunnel
under the main road, but from
the motor-coaches, which generally
slow-up at this point, you may see
over the gate, at the end of the
short roadway, the convicts, striped
to the waist, perching be-
neath the August sun.

"It is a scandal and a disgrace,"
said Mr. Marwood Tucker, the
chairman of the Tavistock Bench,
when he commented on the practice
of motor-coaches and cars being
driven to Princetown for the pas-
sengers to see Dartmoor prisoners
at work near the prison.

Mr. Tucker stated that, in con-
sequence of police evidence that
day, he would communicate with
the Home Secretary on the subject.

The case under consideration was
one of obstruction caused by an un-
attended motor-car near the prison
quarry. The car, which it was
stated was left for fourteen
minutes, held up forty or fifty
other motor-cars and motor-coaches.

The practice was for cars and
motor-coaches to be driven up the
road and back for the passengers
to see the prisoners at work.

Police Superintendent Joslin
said that the road was no longer
under the control of the prison
authorities.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rugby, Sept. 28th.

Paris 124.05

Brussels 34.90

Amsterdam 12.00

Berlin 20.34

Copenhagen 18.19

Vienna 21.41

Helsingfors 192

Lisbon 107

Bucharest 75.1

Buenos Aires 4.84 15/16

New York 25.10

Geneva 92.75

Milan 16.13

Stockholm 18.18

Prague 163

Madrid 29.43

Athens 375

Rio 5.29/32

Bombay 1/5.31/32

Yokohama 1/10.21/32

Shanghai 2/7

Hong Kong 1/11

Silver (spot) 294

Silver (forward) 298

20.—Marksmen.

The undermentioned have qual-
ified as Marksmen and are entitled
to wear the badge for one year:—

No. 1130 L/Sergt. D. M. Richards,
No. 2 Platoon, 97 points.

No. 1302 Pte. G. A. V. Hall, No.
2 Platoon, 93 points.

R. A. Wolfe Murray, Major,
Adjutant, H.K.V.D.C.
Hong Kong, Sept. 28th, 1928.

NOTICE.

No. 2 Platoon Rifle Club will hold
their meeting at the Peak Range
on Sunday, October 7th, 1928, at
9.30 a.m. which is hoped will be
as well supported as usual.



GLAXO builds firm flesh,
plenty of strong bone,
and a sound constitution.
It contains nothing what-
ever to harm baby or cause him
pain. That is why if Baby is fed
on Glaxo he will progress
steadily day by day into happy
childhood. Give your Baby
Glaxo—the food doctors recom-
mend and give to their own
babies—the food that has
successfully reared the children
of 5 Royal Nurseries. It will
make yours a bonnie Baby too.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

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CLOSING QUOTATIONS.

SEPTEMBER 27th, 1928.

B.K. Banks \$1,325 buy.

London £140 buy.

Chartered Banks \$22 buy.

Mercantile Banks, A. & B. 234 nom.

Do. 144 nom.

P. & O. Banks 291 nom.

East Asia Bank \$77 nom.

Canton Insurance \$340 buy.

Union Insurance \$374 buy.

North China Ins. M. \$50 nom.

Yongtze Insurance \$24 buy.

China Underwriters \$276 buy.

China Fire Insurance \$300 sel.

Hong Kong Fire Ins. \$334 buy.

Dongle

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use "NUGGET"
on their own Boots

They know!



"Nugget" will Double the
Life of your Boots



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is the call of those whose good taste
enables them to appreciate, and
prefer, an old, well-matured whisky.

MARCHANT'S GOLD LABEL WHISKY

is supplied to the Ward-rooms and
Messes of the Navy, Army and Air Force
throughout the world, and
can now be obtained at the
leading Clubs and Hotels
in Hong Kong.

Buy a Bottle for the House.

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Sole Agents:

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Tel. 3517.

(A.P.B.15)

Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing
Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business,
Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables
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Hong Kong General Chamber of Commerce.

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ful to anyone having occasion to refer to it."
Chinese Chamber of Commerce, Hong Kong.

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Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book
Shop, Star Ferry Book Shop, and forty other stores.

GRAIN-GROWING IN THE SAHARA.

EUROPE'S NEW GRANARY.

Ambitious new plans "to make
the Sahara blossom like a rose"
and turn part of that vast waste
into an inland sea within three
years are now being discussed in
all their bearings by the French
and Italian Governments.

The author of this spectacular
scheme, which has now been work-
ed out in considerable detail, is
Mr. Dwight Brannan, the famous
agricultural pioneer, whose great
irrigation works, which were built
thirty-eight years ago in California,
have contributed greatly to the
present agricultural prosperity of
that State.

Mr. Brannan intends to grow
trees where none has been seen for
2,000 years; to collect the rain
water and hold the water of the
rivers by means of dykes, and to
build from the African coast canals,
including one fourteen miles long,
40 feet deep, and 210 feet wide,
in order to inundate that part of
the Sahara which is situated below
sea level.

"I can make of North Africa,"
says Mr. Brannan, "a continent
where populations can live, crops
ripen, and cattle and sheep remain
all the year round. The tribes will
have fresh water and electricity for
sanitation, heating, and lighting,
while the Sahara will become the
granary of Southern Europe."

SCHEME OF CANALS.

The area of the Sahara, in which
it is proposed to form an inland
sea, has for its northern boundaries
the Aures and Tebessa Mountains,
while on the west it is bounded by
a ridge of high ground.

The portion which can be flooded
most easily lies about fifteen miles
south of Biskra and extends east to
the coast for 225 miles.

This part of the Sahara contains
extensive depressions formed by
the skeletons of drainage or river
systems called "shots," three of
which are respectively 100ft., 75ft.,
and 4ft. below sea level. The area
of these shots are:—3,801, 1,042,
and 5,173 square miles.

"I propose," says Mr. Dwight
Brannan, "to construct three canals
or more, the first one to the west
of the Gulf of Gabes.

"I undertake to build the canals
within a period of three years. I
will build a number of dykes to
hold the waters flowing to the
south from the Aures in Algeria
and from the Atlas in Morocco
which are at present lost in the
Sahara; also the water coming
from the Aures and all the chains
of mountains of North Africa which
is now lost in the Mediterranean.

Trees For The Desert.

"I will plant trees on the hills,
thus rendering difficult, and, even
impossible, the floods which de-
vastated the country destroying the
lives of thousands of inhabitants,
carrying away bridges and destroy-
ing railway lines over long dis-
tances."

Mr. Brannan maintains that new
ports with breakwaters will have
to be provided at Gabes and in
North Africa and new lines of ves-
sels will have to be established to
meet the demands of traffic.

"I will make of North Africa a
continent where there will be no
more siroccos," says Mr. Brannan,
"and where Europeans may live
all the year round instead of only
five months in the year."

Mr. Brannan's proposals provide
for the formation of a company of
an international character, in which
France and Italy will be promi-
nently represented on the board of
directors.

Twenty dykes are to be built "in
order to supply water to the future
generations of North Africa."
Telephone lines and works for sup-
plying electric lighting and power
will be installed in order to replace
wood and coal, which do not exist
in that region. It is also proposed
to attract the kind of colonists
that colonised America, and who
would become French citizens and
taxpayers.

Mr. Brannan estimates that in
five years it would be possible to
send 500,000 English colonists;
200,000 Dutch (the best farmers);
250,000 Frenchmen; one million

(Continued on next Column)

RUSSIA'S NEW MILITARISM.

PEACE STRENGTH OF
1,050,000 MEN.

WOMEN LIABLE TO CON-
SCRIPTION.

The latest issues of the *Krasnaya
Zvezda* (Red Star), the official daily
newspaper published by the Rus-
sian Commissariat of War, give the
following information concerning
Soviet armaments and war prepara-
tions.

Military training of the youth of
Russia begins early in life; it em-
braces all school children up to
fifteen years of age, when the
training given is classified in the
military manuals as "Preliminary
training of the first period." The
second period is between the ages
of 16 and 18 and the training given
then is entirely under military con-
trol. The third period begins with
19 years of age under rigorous
conditions and is called the "pre-
calling up training," conducted by
the military instructors attached to
the territorial forces. Then follow
five years of active service, instead
of the three years and eight months
under the Czaristic regime, and 14
years of reserve service. The lat-
ter is divided into two classes: the
first class reserve contains men
from 26 to 35 years of age and the
second class from 36 to 40 years
of age. Men in both classes are
given strenuous training every
year.

In time of war all women be-
tween 16 and 40 are liable to com-
pulsory military service.

Battle And Black Sea Fleets.

In addition to the regular army
a large territorial force has been
organised recently and boasts of
some 2,000,000 men and women.
The latest efforts of reorganisation
are made with regard to the Red
navy, but very little information
has so far been published on the
subject. The only comment is the
boasting assurance that in a very
short time the Red navy will be
in a position to face the most
formidable foe. The latest Baltic
and Black Sea naval manoeuvres
are said to have been very success-
ful and have shown "great fight-
ing abilities."

The peace strength of the regu-
lar Red army is given as 1,050,000
men, increased in war to six mil-
lions.

Italians (this figure to include
colonists to be sent to Tripoli);
two million Americans, and 500,000
Swiss and Scandinavians selected
from the most suitable people. In
this way 4,500,000 inhabitants would
be added to the existing 14,000,000,
composed of Arabs, Berbers, and
Europeans, thus bringing the
population of North Africa to
20,000,000.

Concessions.

It is proposed to give the
colonists concessions and to teach
them intensive cultivation as has
been done in South California,
where six crops of alfalfa instead
of one have been obtained by ap-
plying "dry farming."

"We will sow," says Mr.
Brannan, "Indian corn for the
cattle and sweet corn for human
consumption, fruit of every descrip-
tion for the French market—cher-
ries, peaches, plums, apples, pears,
apricots, melons, strawberries,
grapes, gooseberries, red and
white currants, black currants,
pomegranates, figs, olives, lemons,
oranges, chestnuts, almonds, coffee,
etc.—imagine all this in what is
now the desert."

"We will have the cultivation of
cotton introduced as well as that
of sugar cane, which will enable
France to produce its own gun-
powder and to be independent of
any other nation in that respect."

Water Power.

"We will erect factories worked
by hydraulic power, utilising the
waterfalls which now go to waste
in the desert and in the Mediter-
ranean. We will plant beetroot
and build refineries."

"We will endeavour to make
North Africa nearly as rich as
France herself, and to make it an
outlet for French products. We
will also make it the granary of
Europe, as it already was three
thousand years ago."

Such a North African colony,
formed by the best materials from
other nations—as in America,
where 37 per cent. of the popula-
tion is of foreign origin and where
there are at present 16 millions of
foreign citizens or subjects—will be
a very powerful one, and its in-
habitants will be free and happy."

THE CITY OF LONDON POLICE.

REPORT FOR 1927.

The annual report of the Com-
missioner of the City Police for
the year 1927 shows that steps are
now being taken to bring the Force
more nearly to its authorised
establishment of 1,161 men for
public service and 150 men for pri-
vate service on payment. Hitherto
it had been decided to keep the
Force below strength for economic
reasons, but the traffic conditions
are now such that in 1927 authority
was obtained to fill the 60 vacancies
on the public service side, still
keeping, however, 32 vacancies to
be filled with the approval of the
Police Committee if required.

The strength of the Force on
January 1st, 1927, was 1,079, and
on December 31st, 1,116, 18 men out
of that number in each case being
for private service. The average
daily strength of the Force for
public service was 1,093, and the
general health of the police was
satisfactory. The vacancies creat-
ed by removals from the Force
numbered 68, and the number of
men appointed was 103 out of an
original number of 11,501 applica-
tions. Incidentally, the recruiting
figures emphasize the high standard
of physique demanded in the City
of London police, for after 4,129
had abandoned their applications
for various reasons, another 7,038
were found to be unsuitable owing
to age, height, physique, etc. The
remaining 478 attended for medical
examination, and 293 were found
to be physically unfit and 35 were
found to be unsuitable for educa-
tional or other reasons, leaving
only 118 physically, educationally,
and otherwise fit for appointment.
Fifty-nine members of the City
Police were specially recommended
by judicial and other authorities
for their conduct in matters of
duty during 1927, as compared with
58 in the previous year. The First
Police Reserve, consisting of pen-
sioned sergeants and constables
from the Force who had agreed to
return to duty in an emergency,
numbered 91 on December 31st,
1927, and the Second Police Reserve
of Special Constables on that date
numbered 1,533 in Standing Divi-
sions and 2,868 in Ward Companies,
a total of 4,431, as compared with
6,243 on January 1st, 1927.

The number of street accidents to
persons numbered 1,092 in 1927, as
against 1,120 in 1926, and 15 per-
sons were killed and 1,183 persons
injured in connection with these
accidents in 1927, as against 17 killed
and 1,177 injured in 1926. Two
more petrol motor ambulances were
added in October, 1927, and have
proved most satisfactory.

The persons apprehended by the
City of London police during 1927
numbered 1,270, as against 1,200 in
1926, and the indictable offences re-
ported, 684. For committing those
offences, 490 persons were arrested
and 17 summoned, as compared
with 633 offences reported, 468 per-
sons arrested, and 15 summoned in
1926. The main section in which
these offences fell was that against
property without violence (501
cases), and against property with
violence (148 cases), all for break-
ing into warehouses. There were
780 persons apprehended and 1,283
summoned for committing non-
indictable offences, as compared
with 824 apprehended and 1,993
summoned in the previous year.

There were 328 aliens registered
in the City on January 1st, 1927,
and during the year 187 reported
their arrival and 250 departed,
leaving 283 on the register on De-
cember 31st. The biggest figure for
any one nationality related to
Russians, of whom 142 were re-
sident on January 1st, 1927. Forty-
two arrived during the year,
bringing the total up to 184 and
80 left, giving a total of 49 males
and 50 females of that nationality
in the City on December 31st.

Satisfaction is expressed at the
completion of the new police
station at Snow Hill, and it is
stated that the rebuilding of the
headquarters at 2, Old Jewry, and
of the police station at Bishopsgate
is, in the opinion of the Commis-
sioner, urgently required in the in-
terests of efficiency.

PRINCE OF WALES AND TUNNEY.

PRIVATE CHAT AT YORK
HOUSE.

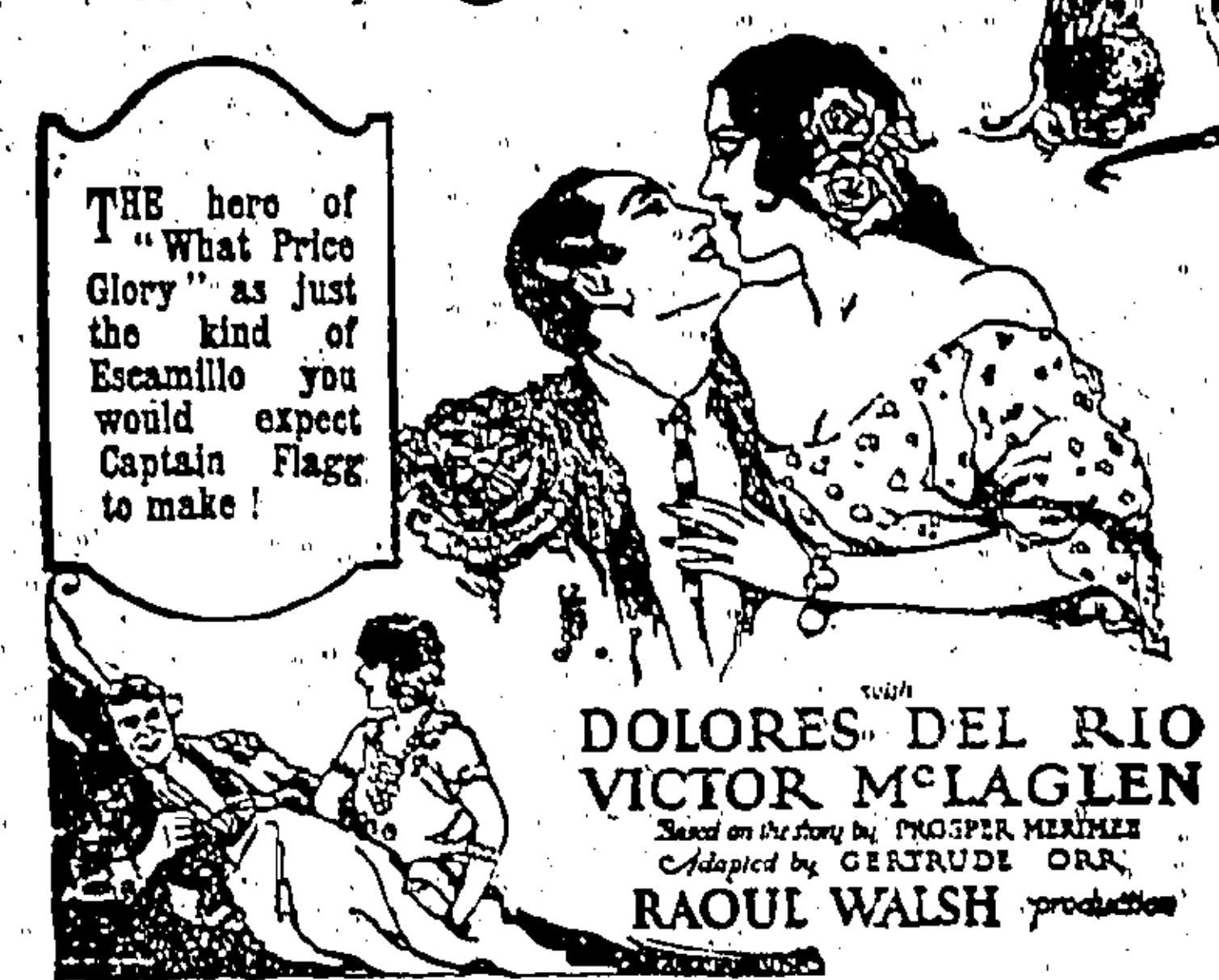
Gene Tunney, the ex-heavyweight
champion of the world has added
one more laurel to his wreath. He
was received one afternoon recently
by the Prince of Wales privately
at York House, and the pugilist
and the Prince talked together for
half an hour.

This signal honour was the result
of the extraordinary impression
Tunney made at a dinner party
given in his honour in London.
Tunney's "Ho-man" decency and
kindly philosophy carried every-
thing before them at the dinner,
and the report of the affair even-
tually reached the Prince's ears.
The two men had much in com-
mon in their meeting. They are
both sportsmen, both excellent
speakers, and both have endured
publicity at its fiercest heat.

VICTOR McLAGLEN AS TOREADOR!

WILLIAM FOX
presents

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At 2.30, 5.10, 7.15 & 9.20.

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THE GREATEST athlete of the screen in a splendid adventure story,
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SPECIAL TIMES.

Orchestra 5.00 & 9.30.

Interpreter 2.30 & 7.15.

ACTION, SUSPENSE, THRILLS, SURPRISES!

MONTE BLUE in "The Brute"

With
LEILA HYAMS
CLYDE COOK.

AT THE **STAR** TO-DAY & TO-MORROW
Continuous 2.30 to 11.15.

WORLD THEATRE

SNAPPY FRENCH FARCE

FLORENCE VIDOR



SHOWING NEXT WEEK.

speakers, and both have endured
publicity at its fiercest heat.
Americans in London were de-
lighted at the honour done to their
champion. While Tunney is not
the most popular champion they
ever had—it is felt that in a land
of mass production a pugilist
should adhere to type—they were
much touched by the Prince's
graciousness.

The American newspapers gave
great prominence to messages from
London describing Tunney's recep-
tion by the Prince.

Tunney is described as being
greatly impressed with the Prince's
"up to the minute" knowledge of
events. He was delighted by the
fact that the Prince inquired about
his fiancée, Miss Lander.

The fact which made the greatest
impression on the London corres-
pondents of the American news-
papers is that the Prince himself
escorted Tunney to the door at the
end of the visit, and stepped back,
insisting that the ex-champion of
the boxing ring should precede him.
This act of courtesy was deeply
appreciated.



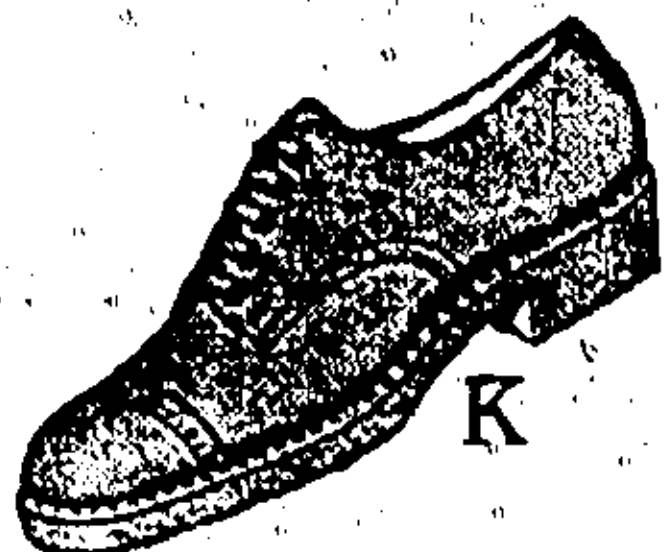
The comedy of a marriage
of convenience and a honey-
moon of extreme incon-
venience!

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Fitted with the new "Uskide" or Crepe Rubber soles and heels.

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MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

"King George IV"

Old Scotch Whisky



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SINGLE BED SIZE PLAIN HEMMED		DOUBLE BED SIZE PLAIN HEMMED	
MEDIUM WEIGHT 9.95	Pair 2 yds. x 3.	MEDIUM WEIGHT 13.50	Pair 2 yds. x 3.
FINE .. 10.50	" "	FINE .. 15.50	" "
HEAVY .. 11.50	" "	HEAVY .. 14.50	" "
EXTRA HEAVY .. 12.50	" "	EXTRA HEAVY .. 18.50	" "
" FINE .. 12.50	" "	" FINE .. 18.50	" "

PURE LINEN SHEETS
SINGLE BED HEMSTITCHED 25.50 Pair DOUBLE BED HEMSTITCHED 32.50 Pair
WHITEWAY, LAIDLAW & CO., LTD.

AN ALLEGED "LOCK-OUT."

EUROPEAN LODGERS' CLAIMS AGAINST
LANDLADY FAIL.

THE JUDGE'S OUTSPOKEN COMMENTS.

"NOT EVEN NOMINAL DAMAGES."

Judgment was delivered yesterday in the case in which Mr. and Mrs. A. Howarth sued Mrs. L. R. Young, of No. 2, Queen's Road Central, for illegal detention of their baggage, damages for trespass, and for hotel expenses incurred by reason of their having been "locked-out" of defendant's flat, and also for losses caused by the consequent postponement of their voyage to Australia.

Mr. H. C. Macnamara who appeared for the plaintiffs, said at the trial that the defendant had refused to surrender plaintiffs' belongings unless they paid a month's rent in lieu of notice. He contended that defendant not being an innkeeper had no lien on her lodgers' effects and belongings.

Mr. Leo d'Almada, jr., instructed by Mr. Leo d'Almada, snr., who appeared for the defendant, told the Court that the arrangement made between the parties was for monthly tenancy subject to one month's notice from either side.

In the course of his judgment, Mr. Justice Jacks said that he could not believe the plaintiffs' story about being obliged to cancel their passage to Australia as a result of the detention of their belongings. He could not even award them nominal damages. Judgment was given for defendant with costs.

THE JUDGMENT.

Mr. Justice Jacks said:

The plaintiffs in this action are Mr. and Mrs. Howarth, who after residing in Kowloon for sometime, decided in July to seek rooms on this side of the harbour. They got into communication with the defendant, Mrs. L. R. Young, and eventually agreed to take a room from her at No. 2, Queen's Road Central, for \$65 from August 1st. The plaintiffs say that they only took the room for one month. The defendant says they took it for an indefinite period subject to one month's notice on either side.

I will deal with this point later on. The plaintiffs paid \$65, being one month's rent in advance. They were to pay 50 cents each for such meals as they had on the premises. Nothing of any consequence happened until August 14th after the plaintiffs had been in occupation of the defendant's room for a fortnight, when Mr. Howarth remarked at lunch that they were sailing for Australia on August 31st. This was a great surprise for the defendant who spoke to Mrs. Howarth about it after the meal and asked if the plaintiffs were really going at the end of the month and if they intended to give her notice as she would expect rent in lieu of a month's notice. Mrs. Howarth refused to give notice. From that time onward relations between the parties appeared to have been somewhat strained.

Baggage All Packed.

On August 27th the plaintiffs say that they went to dine with friends at Kowloon and those friends subsequently asked them to spend the night there. They apparently did not take the trouble to send any message to the defendant to inform her that they were not returning that night. The defendant said that as she did not hear them return, she went to their room at about eight o'clock the next morning, and found all their baggage packed and the sheets and blankets folded on the bed as though it was not intended to be slept in that night.

She accordingly locked the door so that the baggage should not be tampered with. At 9.30 a.m. Mr. Howarth returned and on finding the door locked sought the defendant and said that he wanted to take away his baggage. The defendant said that he could not have it until she had consulted her solicitors and ascertained what her position was, unless he was prepared to pay her \$32.50, being half a month's rent in lieu of notice. Mr. Howarth refused to pay, both parties consulted their solicitors and later in the day \$32.50 was paid under protest. The defendant said she then telephoned and said that plaintiffs could have their baggage if they called for it. Mr. Howarth called in the morning of August 29th with coolies and took the baggage away.

Passage For Australia Cancelled.

In the course of that morning, he said, he cancelled his passage for Australia because he did not know when he was going to get his baggage back, but he could not say when he cancelled the passage. He could not even remember whether he did it before or after he obtained the baggage.

In any event the cancellation seems to have been premature and unnecessary in view of the fact that the ship was not to sail until two days later. Mr. Howarth admitted later that the detention of the baggage was not the sole reason for the cancellation and Mrs. Howarth's explanation of the cancellation was by no means convincing.

The Plaintiff's Claim.

The plaintiffs now claim: (1) Hotel expenses incurred by reason of their having to leave the defendant's flat and the postponement of their voyage to Australia; (2) damages for trespass; (3) damages for illegal detention of their personal effects and baggage; and, (4) such further relief as the Court may think fit.

At the trial, points were raised as to what the defendant's position was and it was claimed on her behalf that she had a lien for her claim for rent in lieu of notice. I reserved my judgment in order that I might carefully consider the evidence and the legal aspects of the case.

Not A Convincing Reason.

With regard to the evidence the plaintiffs stated that they had lived in Kowloon for a considerable period: they were residents and not merely visitors here. They also stated that when they took the defendant's room they had already decided to go to Australia at the end of August, and that they so informed the defendant. If this story is true, why were they so anxious to move their quarters at all? They were only going to be here on month. Mrs. Howarth gave as the reason that they wanted to be more central but this is not a convincing reason for a move at the last moment.

I believe the defendant's story. She was not keeping a hotel where people come and go every few days. She was earning her living by letting her rooms. She said she turned out of her own room and slept on a sofa in a living room for a time in order to find accommodation for the plaintiffs, and that she would not have done this for people she did not know if they had been only going to stay for one month. On this point I am doubtful whether the plaintiffs had any intention at that time of going to Australia at the end of the month or at any time in the immediate future. I am not satisfied that the plaintiffs made it clear to the defendant that they wanted the room for one month only. I believe that they took the room on the defendant's terms, that is, by the month subject to a month's notice on each side. I am satisfied that the defendant knew nothing about the suggested departure for Australia at the end of the month until August 14th.

Uncomfortable Arrangement For Hot Night.

I will now consider what happened on August 27th. The plaintiffs, although according to their account were not sailing until August 31st, they had packed all their belongings as though they contemplated an even earlier departure. They say that they dined with friends in Kowloon that evening and that those friends asked them to spend the night with them which they did. The plaintiffs do not say whether they sent to their room for the usual requirements for the night, so I assume they did not. The alternatives are that they went fully provided with these or they managed without. The latter alternative would be a very uncomfortable arrangement for a couple like the plaintiffs on a hot night in August.

"I Suspect."

I suspect that they went fully provided and that they had no intention of going back to the defendant's flat, all the circumstances point to this. Life had not been pleasant there since the defendant had heard about the proposed departure for Australia. All their belongings had been packed ready for removal, it only remained for Mr. Howarth to go and get them. He has told us that he went the next morning. Mrs. Howarth said she did not go with him. I should have expected an early return if she really intended to stay until the end of the month, and in view of her statement that she had nothing but what she stood in.

Paid Under Protest!

If Mr. Howarth's story that all their baggage was packed ready to be put on board the P. & O. ship for Australia is true, it seems extraordinary that they kept nothing out but what they were wearing with two days of August to be lived through before the date of sailing. Mr. Howarth failed to secure the baggage on the morning of August 28th. The defendant refused to let him have it unless he settled her claim. He went to see solicitors for further relief as the Court may think fit.

SINGAPORE GANG ROBBERS.

HEAVY SENTENCES.

SINGAPORE, Sept. 20th.

Heavy sentences were imposed on three Chinese gang robbers at the Singapore Assizes by Mr. Justice Prichard.

The Deputy Public Prosecutor (Mr. N. H. P. Whitley) said these men, armed with pistols and knives, went into a house in Alexandra Road. They tied up the occupant, a Chinese widow, robbed her of two rings which she was wearing, and stole \$40 from a box in the house. They also took a gramophone and records.

The second accused evidently realised some difficulty in disposing of the gramophone because at one house where he took it and offered it for sale, after receiving a refusal, he dumped the machine and records. The children of the house later took the records into the house. In the course of their inquiries the police found these records and arrested the woman of the house. However, later in the day the second accused, having possibly found a home for the gramophone, went back to the house for it, and was detained by the neighbours. He was eventually handed over to the police. The other accused were subsequently arrested. All were picked out easily by witnesses at an identification parade. The gramophone was found concealed in a pig-sty.

The first and third accused were sentenced to seven years rigorous imprisonment, and the third to 10 years rigorous imprisonment and 12 strokes of the cat.—*Straits Times.*

and after paying \$32.50 under protest, he was informed he might take it. He went again the next morning—August 28th—with coolies and took the baggage away. We were not told whether Mrs. Howarth went with him. He was not certain what time it was nor whether he cancelled the passage for Australia before or after he got the baggage. His account of it all was so very casual that I doubt whether the plaintiffs ever had any intention of sailing on August 31st.

According to his account the steamship company allowed him to cancel his passages two days before the ship sailed as though it was quite immaterial to them whether the plaintiffs went by that ship or the next, and in the end Mr. Howarth said that the cancellation of the passage was not entirely due to the detention of the baggage. I don't believe that the cancellation had anything to do with the baggage, or if there was in fact any cancellation at all.

The plaintiffs gave the defendant good reason for believing that they had left her by acting in the way they did.

Left On Their Own Accord.

I will now deal with the plaintiff's claim: (1) the sum of \$32.50 had been returned; (2) hotel expenses for the last four days of August; and (3) damage for trespass. I believe the plaintiffs left on their own accord on August 27th. There was no evidence that they were sought to return with the intention of continuing their residence. Mr. Howarth only went back to get the baggage. Mrs. Howarth apparently did not go near the place again.

As to the fourth item, damages for illegal detention of the plaintiffs' effects and baggage, the defendant was not an innkeeper and accordingly had no lien on the plaintiffs' belongings. On the other hand she had good reason to believe that the plaintiffs had left her and were going to evade any claim she might have.

The detention may have been wrong but what damage did the plaintiffs suffer by reason of it? They said they had packed everything ready for the ship, there was no evidence that anything was left out for use until the ship sailed. The plaintiffs' account of what took place is such that I am not prepared to award them even nominal damages for the few hours detention of their baggage. The plaintiffs complain that they were unable to go and see if they had left any of their belongings about their room, but they have said that all their trunks and suit cases were packed ready to be taken away, and they have given no evidence that they ever sought an opportunity to look around the room.

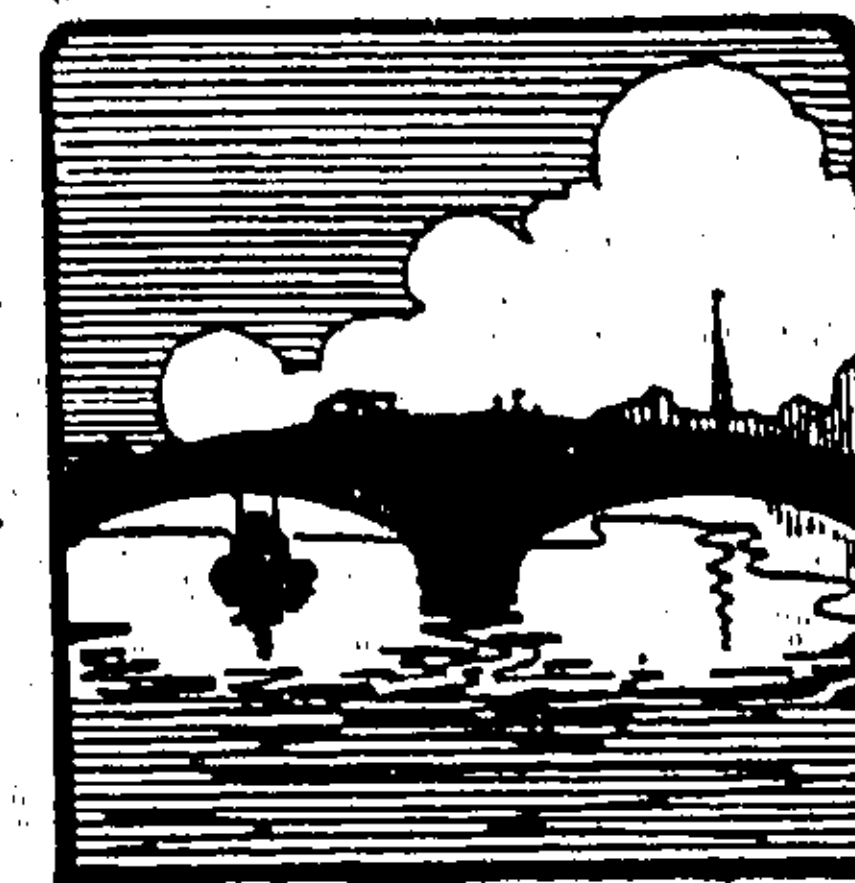
No Relief.

Further and other relief: I see no reason for giving the plaintiffs any relief. I do not consider that they have proved to my satisfaction that they have suffered any damages for which the defendant is responsible.

There was some argument at the trial about the legal relations between the parties to this action. This was an involved and difficult question, which I have considered, but now find unnecessary to deal with any further, as I have been able to arrive at a decision on the facts alone. I give judgment for the defendant with costs.

K. M. A.

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H.E. THE OFFICER ADMINISTERING THE GOVERNMENT AND THE COLONIAL SECRETARY SPOKE IN OPTIMISTIC VEIN WHEN INTRODUCING THE COLONY'S BUDGET FOR 1929. FULL REPORTS OF THEIR SPEECHES APPEAR IN TO-DAY'S ISSUE OF THE HONG KONG WEEKLY PRESS. AND THEIR REMARKS SHOW QUIET CONFIDENCE IN THE FUTURE OF HONG KONG.

Though the legal vacation in Hong Kong started this week a number of interesting reserved judgments, of considerable importance in local commercial circles have been delivered by the Puisne Judge:

Our Canton correspondent reports the execution of many notorious Reds and a consequent easing of the situation. Marshal Li Tsai Hsin is expected back at the end of the month, but is rumoured to have accepted a post under the Nanking Government which will entail residence in the North.

The struggle between Canton Merchants and the self-appointed Anti-Japanese Boycott Committee continues but the merchants have nearly all been subdued.

The present phase of Chinese affairs when peace and progress have become tangible possibilities is of particular interest to all who have interests in the Far East. The summary of events provided by the WEEKLY PRESS is of the greatest value to those at home who wish to keep closely in touch with Chinese affairs.

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CANTON STREET
TRAGEDY.

MAD WOMAN RUNS AMOK.

THREE PERSONS CRITICALLY
INJURED.

PANIC IN THE STREETS.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, September 27th.

A mad woman ran amok yesterday afternoon in Fung Yuen Street, Sai Kwan, attacking passers by with a big vegetable knife. She inflicted more or less serious cuts on five persons, mostly women and children, before she was run down and overpowered. Considerable terror and excitement were caused as the frenzied creature ran from street to street, waving her weapon and chasing everyone off the street. No one dared to encounter her unarmed and it was half hour or more before she was captured. Everyone sought shelter as fast as he could and those who could not get away in time had their heads so badly cut that blood streamed down to the street.

The mad woman first inflicted several deep cuts on her own head. She was then in her own house at No. 18, Fung Yuen Street East, in the western suburb in Canton. Blood was streaming down from her face, saturating her clothes. The three woman servants at the house at the time ran upstairs with the lunatic after them and locked themselves in a room. The mad woman hurled herself against the door several times but to no avail. The terrified servants inside yelled for help and a man named Chow Fook living next door summoned the police. One policeman came in answer to the call and, accompanied by Chow Fook, went into the house. They saw the mad bloodstained figure tearing her hair, breaking the furniture with a cook's chopper, and uttering threats against all and sundry.

The two men pluckily tried to catch her but her maniac strength was such that the two men were no match for her. Evading them she dashed out into the street, waving her weapon and howling like a dog. The two men followed, the officer blowing his whistle.

The mad woman ran down Fung Yuen Street, an aged woman narrowly escaping death by dashing into a house and slamming the door.

PANIC!

The pedestrians scattered in every direction and running into the Po Yuen Tai Kai, the woman continued to drive Canton's citizens like sheep before a wolf. A boy was asleep on a sofa immediately behind the front door of his house. The door was locked with a series of wooden bars but the mad woman saw him and thrusting her hand through the bars jabbed at the lad's head. He woke up and rolled down on to the floor with blood pouring from his head. The mad woman tried to get into the house but the bars held and she dashed on down the street, leaving the child screaming with pain and fear. She next overtook a hawker, Cheung Kwong Ching, who was burdened with a heavy load, and unable to get to safety. He was given a cut on his temple en passant and the lunatic next went for another old woman named We Shee, and she cut her several times on the head.

DANGEROUS INJURIES.

She then attacked a tailor's shop and seriously injured a woman and the baby boy in her arms inflicting wounds from which neither the mother nor the child is likely to recover. From here the lunatic dashed into the Lia Tong Alley where a girl, aged about 12, was chopping wood. The mad woman seized her and inflicted deep cuts in her head. This child is also in a critical condition.

In the mean time the officer and Chow Fook had gathered a party of young men armed with long bamboo poles. They cornered the lunatic in this alley, knocked her unconscious and tied her hand and feet. The police carried her back to her house where she died shortly afterwards without regaining consciousness.

THE TATTOO.

BRISK BUSINESS AT BOOK-
ING CENTRES.DIFFERENT PROGRAMME EACH
EVENING.

Hong Kong's Tattoo will be staged for the first time next Thursday night at Sookunpoo. All preparations are now complete and the success of the event can already be predicted with confidence. The booking facilities offered to the public well before the event have met with warm approval, judging by the demand which has been experienced at all the four booking centres while there are many indications that the Working Committee has not erred in its decision to provide seating accommodation for over six thousand people each night.

Booking continues at the Y.M.C.A. Kowloon, Messrs. Moutries, and the Sincere and Wing On Companies. Each booking centre has plans of the seating accommodation and ground which show the position of every seat in relation to Edinburgh Castle, the striking "set" which has been erected and around which a good deal of the action of the Tattoo will take place.

An enquiry has been addressed regarding the wearing of evening dress for the Grand Tattoo and we are informed by the Hon. General Secretary that evening dress is unnecessary.

As already stated the Tattoo will commence at 8.30 on Thursday, Friday and Saturday nights next and will last until shortly after 10.30 p.m. The arrival of H.E. the Officer Administering the Government is timed for 8.34 p.m. His Excellency will enter through the gates of Edinburgh Castle and will then inspect the Guard of Honour.

Massed Bands And Dancing.

Massed bands will play and the 1st Battalion of the Queen's Royal Regiment will beat Tattoo before the spectacular scene depicting the gathering of the clans. The dancing display on each night is timed for 9.15 p.m. On Thursday night the display will be by the 3rd/15th Battalion, Punjab Regiment, which will give the Khattack War Dance. On the second night this part of the programme will be devoted to an Old English Dancing display arranged by Miss Daisy O'Keefe, the Maypole Dance being done by the children of the Garrison School and the Morris Dance by ladies of the Colony.

A Modern Battle Scene.

On the third night members of the Hong Kong Reel Club will dance a 32-some reel. The dancing on each night will be followed by spectacular torchlight evolutions, to be carried out by 440 N.C.O.'s and men of the Queen's Royal Regiment. A modern battle scene entitled "Outposts of the Empire" will be given at 9.45 p.m. each night, the personnel taking part being the Hong Kong and Singapore Brigade R.A. and King's Own Scottish Borderers, Motor Cycle Section of the H.K.V.D.C., the Hong Kong Mule Corps and the St. John Ambulance Association.

Chinese "Lion Playing."

The gala displays, which differ each night, are timed for 10.5 p.m. The Chinese display coming on the first night will consist of "Lion Playing" in the Northern style when two "Lions" will appear, one about twelve feet in length, being played by two men, and the other six feet in length by one man.

No previous mention has been made that the Chinese community is arranging another display. It is learned that this will be highly spectacular and will have for its main attraction a dragon a hundred feet in length. The introduction of this item promises even greater variety in an already varied programme of events.

The gala display on the second night will consist of an illuminated and decorated motor car and motor cycle parade when cars will be decorated to represent various nationalities. The Portuguese pageant will be staged on the third night this consisting of "Yasco da Gama's Caravel" depicting the explorer setting out on his historic voyage to India and "The World's Oldest Alliance" a scene showing Britannia and Portugal. On the third night there will also be a display of fireworks by the community. The first firework display will synchronize with the firing of three guns and after that the fireworks will be seen in the intervals between successive parts of the programme.

(Continued on next column.)

THE "EVER READY
BATTERY."ALLEGED INFRINGEMENT OF
TRADE MARK.RE-HEARING OF RECENT
SUMMONS.

At the Kowloon Magistracy yesterday, Mr. W. Schofield re-heard the summons recently taken out against the proprietor of Canton City Battery Co. for infringement of trade mark by the American National Carbon Co. The case referred to the latter's "Ever Ready" battery and it was claimed that defendants were placing on the market an article with a label which was intended to pass it off as the American Company's product.

At the first hearing the Magistrate convicted the defendant company, imposing a fine of \$100, on each of three charges and making an order that the labels and batteries found on defendant's premises should be destroyed.

Mr. Hugh Jones appeared yesterday for the complainants and Mr. M. K. Lo for defendants.

Mr. Hugh Jones briefly contended that the defendant's batteries were obvious imitations of the Ever Ready Battery and the market had been flooded with them.

Mr. M. K. Lo said that Mr. Daniel, the local representative of the American National Carbon Company, held no power of attorney from his employers, or at least no such power of attorney had been proved in court. As their representative only he was not entitled to institute criminal proceedings of this kind. This case was not brought by the complainant company but by Mr. Daniel, as a representative only, and therefore he lacked the powers required by law. This, Mr. Lo contended, vitiated the whole of the former proceedings, and, in fact, Mr. Daniel was guilty of a breach of the law.

Dealing with the question of the registration of the trade marks of the respective companies, Mr. Lo said that though the complainants had produced a certificate of registration the defendant's had been making their article years ago. The Ever Ready battery trade mark had been registered in 1924 but the defendants had been manufacturing their article, long before that date and now an application for registration of their trade mark had been lodged with the Supreme Court. The defendant had used the label complained of in the Colony for six or seven years while the Ever Ready label had only been registered here for four years. The complainants must have known of the Canton City Battery Co. but until these proceedings were instituted no complaint had ever been made.

The Defendant's Evidence.

The defendant who described himself as proprietor of the Company then gave evidence corroborating Mr. Lo's opening. He had been making these batteries for over five years and had put \$30,000 into the business. The present label had been in use for three years and a very similar one before then. No complaint had ever been received from complainant until recently.

The case was adjourned till next Friday.

"The Surrender of Edinburgh Castle, 1639," which will vie with the battle scene for the honour of being the most colourful spectacle in the Tattoo, is timed for 10.30 p.m. each evening. The finale will be at 10.35, the massed buglers of the Command sounding the Last Post and "Land of Hope and Glory" and "Abide with Me" being sung. After "Lights Out" has been sounded the National Anthem will be sung.

Traffic Arrangements.

Special traffic arrangements have been made in order to handle the crowds of people at Sookunpoo without causing delay and confusion and motorists and owners of hire cars are reminded that it is necessary to secure parking tickets before the Tattoo. Cars without these tickets will be diverted from the Sookunpoo ground. The tickets are available at the Y.M.C.A. City Hall. Seldom if ever before has any public event like the Grand Tattoo aroused such intense interest in the Colony and given the public support, already strikingly shown, the Tattoo should go as Hong Kong's greatest and most successful effort in charity organisation.

ROUND THE COURTS.

MAGISTRATES LISTEN TO
A "TALL STORY."CULPRIT "WINGED" FOR A
DAGGER.

When Mr. R. E. Lindell and Major C. Willson sat together at the Central Magistracy yesterday morning to try a case in which two Chinese were charged with the possession of daggers, they were treated to a "tall story" by one of the defendants. The tale, however, did not convince the Magistrates, with the result that both of them were severely dealt with. They were each given five years' hard labour and ordered to receive twenty strokes of the birch.

The two culprits were young men and one of them, in view of the overwhelming evidence against them, submitted to the inevitable from the start and pleaded guilty.

The other, from his attitude in Court, was apparently a "die-hard." It was he who ran away when the police tried to stop him and his confederate for the purpose of searching them, and was eventually brought down after six shots had been fired.

The evidence showed that at 5.30 p.m. on September 19th, the police, acting on information went to a certain tea-shop near the Tramway terminus at Shaikwan. They did not find them there, but further information put the police on the scent once more. They caught their quarry at the Shaikwan Road—three men who were walking in the direction of the Shaikwan Police Station.

One of them was walking ahead of the others. The Police followed them for some distance, they then closed up and one of the Chinese detectives shouted to the last two men to stop. The second defendant turned round and drew something from his girdle. The detective was not taking any chances, so he drew his revolver and shouted to the man to stop and put his hands up. Instead of complying the man took to his heels.

The detective chased the man and fired two shots wide to frighten him. This had no effect and the detective fired another four shots at the fugitive and hit the man in the ankle. This man was also seen to throw something white away on the hillside before he was "winged."

Later Sergt. McEwen recovered a dagger from the hillside after the grass had been cut down. The prisoner denied having run away and the tall story he told the Court was that at the time the shooting took place he was merely one of the many pedestrians in Shaikwan Road. He heard the police order, "Search" and he at once stopped and waited to be searched. Other people started running and the Police shot him as he stood quite still.

Mr. Lindell: You were standing quite still, waiting to be searched when the police fired at you and shot you?—Yes.

Mr. Lindell: Indeed. A likely story!—It is true.

Mr. Lindell: Alright. Any more nonsense?

Defendant then said that when the police seized him, they forced him to admit that he had a dagger on him.

Mr. Lindell: Now you have given yourself away. No evidence had been given that you had a dagger.

Defendant then said that the Police had given him \$10 on condition that he would admit to having a dagger in his possession, and that if he did he would be allowed to go free.

Sentence as mentioned above was passed. The third man who was walking ahead of the other two was discharged as both the Police and the Court were satisfied that he was an innocent party and had nothing to do with the other two.

CRUELTY TO PIGS.

At the instance of Inspector P. J. O'Brien, of the S.P.C.A., two Chinese were charged with being cruel to pigs, by not putting sufficient straw matting inside crates in which the animals were confined. One of the men was fined \$4 and the other \$10.

SMUGGLING CHINESE TO
AMERICA.SINGAPORE PROSECUTION
FAILS.

INCONCLUSIVE EVIDENCE.

SINGAPORE, Sept. 18th.

A prosecution initiated by the Singapore police in connection with an alleged organisation for smuggling Chinese from the Straits to the United States failed yesterday.

It will be recalled that several Chinese stowaways on board the steamer *Chinese Prince* gave themselves up in the Red Sea, and when they returned to Singapore statements were alleged to have been made to the police implicating certain local Chinese. When the matter first came before the court, however, the principal witness refused to corroborate his previous statement, and the Second Magistrate (Mr. W. N. Gourlay) acquitted a Chinese on a charge of abetment of the offence of stowing away. Summing up the case for the prosecution, the Deputy Public Prosecutor (Mr. N. H. P. Whitley) stated that the complainant's story of being smuggled on board the America-bound vessel on which he was discovered at Port Said was corroborated by documentary evidence in the form of a letter addressed to the accused by an agent in America and warning him not to send any more Chinese across, as there had been change in the customs officials, and a stricter watch was being kept. That letter clearly established the fact that accused was engaged in smuggling Chinese into the United States.

Corroboration Lacking.

Accused, giving evidence, denied the allegations. He declared that the reference in the letter was to members of a crew on a steamer who were in search of employment.

Mr. K. A. Seth, for the defence, pointed out that the complainant's evidence was that of an accomplice and as such required material corroboration. He submitted that that was lacking. Though the police had interviewed the captain of the vessel in question, they had not obtained his evidence as to whether or not he recognised complainant as one of the 11 or 12 alleged stowaways found on board his vessel at Port Said.

Mr. Whitley, replying, said that it was frankly admitted that the captain was not able to recognise the complainant. It was not to be thought that he would be able, after some months, to recognise one of 12 Chinese who had been discovered as stowaways on his ship. But as to corroboration, there was the letter referred to, and also a notebook which had been produced in evidence. That book contained addresses of Chinese in America, and it was the prosecution's submission that those addresses were of persons smuggled by the accused and from whom money was being collected for that service.

Magistrate's Comments.

His Honour, in acquitting the accused, stated that he did not think a specific case had been made out, the evidence of the prosecution being corroborated only in a general way. The onus was on the prosecution to make out their case, and His Honour did not think there was sufficient evidence to establish the allegation of stowing away on the part of the particular person who had been called as a witness.

Mr. Whitley applied for a written judgment, and said that it would assist the police in putting a stop to the sort of business which they alleged the accused had been carrying on.—*Straits Times*.

CINEMA NEWS.

"AFRAID TO LOVE."

The star of "The Grand Duchess and the Waiter," Florence Vidor, and the English actor, Clive Brook, are playing the leading parts in "Afraid to Love," an amusing French farce which comes to the Queen's Theatre on Sunday and Monday next. An eccentric millionaire dies leaving his nephew a fortune provided he gives up an Argentine adventures with whom he is infatuated and marries a woman he does not love within twenty-four hours! The nephew and the adventures agree to pay a dowry looking girl a large sum of money if she will consent to a marriage to be followed by a divorce when the fortune has been handed over. The fun begins with the ceremony, discovers that the dowry one is really a beautiful girl—she has married him to save him from the adventures—and all sorts of lively complications take place before the climax is reached.

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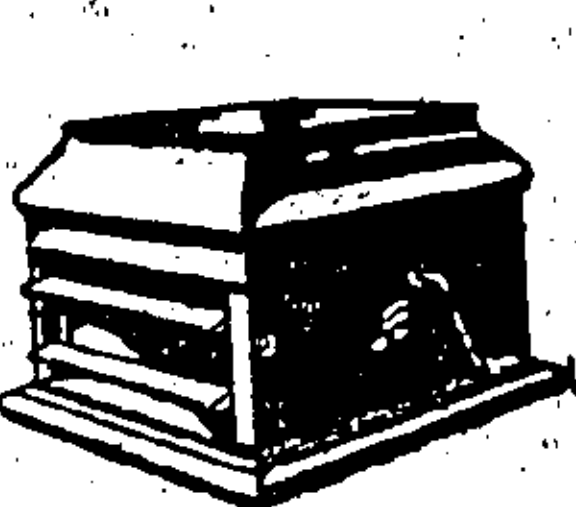
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THE HEART OF LONDON. Text by WALTER JERROLD.
NORWICH & THE BROADS. Described by WALTER
JERROLD.
FOLKESTONE & DOVER. Described by WALTER
JERROLD.

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

special conference which could meet at the same time as the general conference for the reduction and limitation of armaments.

LAWN BOWLS.

JUNIOR LEAGUE AND SPEY CUP MATCHES.

TO-MORROW'S PROGRAMME.

Last week's postponement of the League matches owing to bad weather has left the question as to the three Clubs contesting for the bowls junior championship honour still uncertain. These matches have been put off until after the last fixtures of the season's programme next week-end have been played—provided nothing turns up to cause further postponements.

The "Big Three" in the junior championship—Civil Service, Recreation "A" and Taikoo—are all playing to-morrow, two of them against each other. Another contest fixed for the afternoon on the Civil Service ground is last week's postponed match in the Spey Cup series between Craignower and the Bowling Green.

Recreation "A" are likely to maintain their unbeaten record at home when they meet the Yacht Club. The Yachtmen, however, are now no more a lowly side and they are sure to provide a very close game.

On Taikoo ground, the Civil Service may be expected to win. Should this prove to be the case, and the Recreation "A" team also win, Taikoo's chances for the honour will be almost gone.

The Bowling Green Club meet the Recreation "B" team and a victory for the former is indicated. Similarly Kowloon C.C. may be fancied for a win when they receive Craignower, but it is going to be a hard fight as the latter Club has now had their ranks strengthened by several moves among the players.

LEAGUE TABLES.

The positions in the League to date are:—

Division II.	P.	W.	D.	L.	Pts.
Civil Service	14	10	1	3	21
Recreation "A"	13	10	0	3	20
Taikoo R.C.	12	9	0	3	18
Kowloon B.C.C.	14	7	1	6	15
Craignower	14	6	0	8	12
Kowloon C.C.	13	5	1	7	11
Recreation "B"	13	4	1	8	9
East Point R.C.	15	4	0	11	8
Yacht Club	12	3	0	9	6

SHOTS FOR AND AGAINST.

For	Agst.	Up	Dn.
Recreation "A"	818	542	274
Civil Service	903	731	192
Kowloon B.C.C.	893	750	148
Taikoo R.C.	713	609	14
Kowloon C.C.	753	699	0
Craignower	754	699	0
Recreation "B"	649	736	0
Yacht Club	531	673	0
East Point	758	1004	0

C.C.C. "AT HOME."

BOWLS MATCHES AND SPORTS.

PRESENTATION OF SHIELD.

Arrangements have been made by the Craignower Cricket Club to hold their annual "At Home" on Saturday, October 13th.

The lawn bowls department, as winners of the senior championship, will play a prominent part in entertaining members invited from other Clubs in five rink games.

Commencing at 3 o'clock a programme of sports will be carried out, the events being:—

1. Wheelbarrow Race.
2. Boys' and Girls' Race, under 10.
3. Foot and Shoe Race.
4. Visiting Race.
5. Eggs and Spoon Race.
6. Boys' and Girls' Race, 10 to 15.
7. Ladies' Nomination, Threading Needle and Lighting Cigarette.
8. Tipping the Bucket.

Events Nos. 1, 3, 5, 7 and 8 are open to members of C.C.C. only.

At the close of the afternoon's doings, the prizes won in the various tournaments, during the season will be presented. The Lawn Bowls Association will also take the opportunity to present to the Club the Championship Shield.

The afternoon's enjoyment will terminate with a dance.

THE LOCAL ST. LEGER.

YESTERDAY'S PRICES.

The following were Mr. Frank Haytor's prices yesterday for the local St. Leger to be run on October 8th:—

7-4 Coos Bay.
13-8 Blackstone Hall.
9-2 Chamel.
6-1 Tarmacadam.
10-1 U. On II.
10-1 Gola Rye.
9-1 Blue World.
100-8 Torzan.
25-1 Headland.
25-1 Perpetual Motion.
25-1 The Hawk.

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUE.

TO-MORROW'S FIXTURES.

A full programme of football matches will be played to-morrow in all divisions of the English League and Scottish League (Division I.), the fixtures being as under:—

ENGLISH LEAGUE.

Division I.
Aston Villa v. Cardiff.
Blackburn v. Manchester C.
Bury v. Sheffield U.
Derby v. Portsmouth.
Everton v. Liverpool.
Leeds U. v. West Ham.
Leicester v. Burnley.
Manchester U. v. Newcastle U.
Wednesday v. Bolton.
Sunderland v. Birmingham.

Division II.
Barnsley v. Bristol C.
Blackpool v. West Bromwich.
Bradford v. Stoke.
Chelsea v. Notts Forest.
Grimsby v. Hull.
Millwall v. Reading.
Notts County v. Preston N.E.
Port Vale v. Tottenham.
Southampton v. Oldham.
Swansea v. Clapton O.
Wolves v. Middlesbrough.

Division III (Southern).
Bournemouth v. Coventry.
Brighton v. Luton.
Brighton v. Swindon.
Bristol R. v. Queen's P.R.
Crystal Palace v. Torquay.
Exeter v. Norwich.
Merthyr v. Northampton.
Newport v. Gillingham.
Southend v. Charlton.
Walsall v. Plymouth.
Watford v. Fulham.

Division III (Northern).

Ashington v. Barrow.
Crewe v. Carlisle.
Darlington v. New Brighton.
Doncaster v. Lincoln.
Halifax v. Bradford C.
Nelson v. Wrexham.
Southport v. Rochdale.
South Shields v. Chesterfield.
Stockport v. Accrington.
Trafford v. Hartlepool.
Wigan v. Rotherham U.

SCOTTISH LEAGUE.

Division I.
Aberdeen v. Raith.
Ayr v. Airdrie.
Clyde v. Kilmarnock.
Cowdenbeath v. St. Mirren.
Dundee v. Hearts.
Falkirk v. Third Lanark.
Hamilton v. Celtic.
Hibernians v. Partick.
Queen's Park v. St. Johnstone.
Rangers v. Motherwell.

LEAGUE MATCH RESULT.

Derby County and Arsenal played a goalless draw on Wednesday in a Division I. fixture.

BILLIARDS.

STEELE AND COULSON LEAGUE.

The results of the League match played between the Royal Artillery and the Water Police at the latter's station ended in a win for the home players.

Royal Artillery.	Water Police.
Ribbards	47
Leach	100
Grimes	59
Cornford	100
Alvey	100
Gladbrook	100
Total	490
Ellis	100
Shery	100
Hargreaves	100
Hudson	100
Whitley	60
Bowers	85
Total	495

C.R.C. "AT HOME."

ANOTHER DATE FIXED.

The Chinese Recreation Club "At Home" which was unavoidably postponed last Saturday on account of inclement weather will now be held on Saturday, October 20th.

THE FRENCH GOVERNMENT HAS OFFERED THE HONOUR OF CHEVALIER OF THE LEGION OF HONOUR UPON MR. DANIEL METZ, MANAGER OF THE CITROEN COMPANY IN ENGLAND, FOR DISTINGUISHED SERVICE IN FOSTERING BUSINESS RELATIONS BETWEEN ENGLAND AND FRANCE.

Mr. Metz has represented M. André Citroën in England for twenty years; he assisted him in his campaign for more shells during the war, and since he established the motor works at Slough in 1923 has employed 1,600 workers and supervised the production of over 60,000 motor-cars for the English market.

THE PACE MYSTERY.

CONSPIRACY AND PERJURY ALLEGED.

SIR A BODKIN'S GRAVE VIEW.

SEQUEL POSSIBLE.

London, September 28th.
Whether there will be a sequel to the Pace poisoning case depends upon the decision of Sir Archibald Bodkin, the Director of Public Prosecutions.

Last month, on August 18th, letters concerning the case were sent to the police by a Coleford resident, and when they arrived in London they were held over for the perusal of Sir Archibald, who was then on holiday.

Since the Director of Public Prosecutions returned to duty the letters have been discussed by him with Sir F. Boyd Merriman, the Solicitor-General, and although there is a possibility of further developments nothing has yet been decided upon.

Chief Inspector Cornish and Sergeant Campion, the Scotland Yard detectives engaged in the inquiry concerning the death of Harry Pace, began their holiday on Saturday. Both officers can be recalled at any moment should Sir Archibald Bodkin require their services for any fresh development.

Any inquiry would be confined to the statements alleged to have been made by a person who has now left the Coleford district.

Mrs. Pace was acquitted at Gloucester Assizes on July 6th of the charge of murdering her husband, Harry Pace, a Forest of Dean sheep farmer, and any action that may be taken by the authorities will have no bearing on the result of the trial.

WOMAN'S STATEMENT.

MRS. PACE REFUSES TO COMMENT.

The new turn in the Coleford poisoning mystery has followed dramatic statements made by a Coleford woman to the local police, which were sent to Sir Archibald Bodkin, the Director of Public Prosecutions, writes a *Daily Mail* correspondent.

These statements, it is alleged, are of a highly sensational character, and if they can be established, throw an entirely new light on the mystery of Harry Pace's death from arsenical poisoning.

I am informed that the woman, who made her statement to the police voluntarily, was entirely unconnected with the case, and her statement refers to a conversation with one of the witnesses, said to have taken place some weeks ago. Her statement is also supported by a number of other people who were present at the interview.

Sir Archibald Bodkin took a grave view of the allegations contained in the statement.

MAY INVOLVE TWO PERSONS.

Scotland Yard officers may be sent down to follow up a new line of inquiry which, I am informed authoritatively, relates to allegations of perjury and conspiracy and may involve two persons.

There have been consultations during the week-end between the Chief Constable of Gloucestershire, Major Stanley Clarke, and Inspector Bent, of Coleford, who was in charge of the investigations on behalf of the county police. The local police are awaiting instructions from Sir Archibald Bodkin.

Mrs. Pace, who is now living with her family in a trim little house in a residential part of Gloucester, declined to make any comment on the new situation when I called on her to-day.

There is much sympathy with her in Coleford, where many people expressed surprise that public attention should be called again to the case.

Mr. Trevor Wellington, Mrs. Pace's solicitor, also expressed surprise that the authorities should consider reopening a case which, he said, came to an end with Mrs. Pace's acquittal.

A man who might have been able to throw considerable light on the latest developments went away from the district yesterday. His wife told me that he had gone in search of work. "I do not know where he has gone," she said, "but I expect to hear from him in a day or two."

I learn to-day, however, that the man has gone to London, and it is possible that he may be interviewed there.

The largest passenger vessel ever built in America has been launched at Newport News, Virginia. The ship is the *Virginia*, of the International Mercantile Marine Company, and will be used on the run between New York and San Francisco through the Panama Canal. The *Virginia* will be electrically driven. She is 613 feet long, with a beam of 50 feet, and is of 24,000 tons. She will carry 400 first and 400 second-class passengers, all cabins being "outside" rooms. Her speed is expected to be 21.75 statute miles per hour.

EGYPTIAN'S CHANNEL SWIM.

HELMY'S SUCCESS AT SIXTH ATTEMPT.

At his sixth attempt, J. Helmy, the Egyptian swimmer, landed at Folkestone on September 1st, after swimming the Channel in 23 hours 40 minutes. His feet touched the beach a little over 100 yards west of the Victoria Pier, and almost blinded by the spray through which he had swum for four miles with unprotected eyes he fell on his back on the shingle. No swimmer has had his goal in view for so long before he reached it, and he must have covered close on 50 miles. He twice passed Dover and Folkestone before his landing.

Helmy sighted the English coast at St. Margaret's Bay at dawn, after swimming in bright moonlight through a sea which was made a trifle choppy by an easterly wind. At that time he anticipated landing within an hour or two, but the tide set in down Channel and he was greatly discouraged when he was carried past Dover at eight o'clock well into the Channel. Folkestone went by and the swimmer still persisted in his gallant efforts. Mr. William Burgess, who acted as Helmy's trainer, and pilot, said afterwards, "Helmy at this stage showed wonderful pluck in making a big fight, because I thought we were going down to Dungeness. However, when four miles off Hythe we caught the flood tide and this carried Helmy quickly towards Folkestone beach. Before this Helmy had at times begun to swim in the opposite direction in which he should have gone and we had the utmost difficulty in getting him to realize the course he had to follow."

Mr. Burgess set a new course for the swim, and on his advice a start was made an hour and a half after high tide instead of four hours before high tide, as has been the custom for a long time. Mr. J. Coste, who acted as timekeeper, in describing the swim said: "This new course seemed to act very well for Helmy went in a direct line for Dover. But we eventually picked up the Varne Lightship, so there was no alternative but to go over the Channel traveller knows even on the calmest day the cross-Channel boats rock when going over this stretch of water. Helmy found a great deal of broken water here, but he went through it in a marvellous manner. He passed Folkestone and Dover and went as far as the South Goodwin Lightship. Then the tide turned, and shortly after daybreak we expected to go into St. Margaret's Bay, which we could see plainly, but Helmy was carried out down the Channel past Dover and Folkestone."

Two Channel swimmers in 1923, those of H. Sullivan and C. Toth, have now been accepted by the Channel Swimming Association, formed to give official recognition to those swimmers who satisfied the committee as to the reality of their performances. Including those of Miss Ivy Hawks and Miss Sharpe, will be considered. Lord Desborough has become the first president of the association.

THE "ROYAL YORK."

GIGANTIC C.P.R. CO. HOTEL IN TORONTO.

We have received from the Canadian Pacific Railway Company a very well printed and illustrated booklet describing "The Royal York," a gigantic hotel now being built for the Company at Toronto and which will be opened on June 15th, 1929.

Describing the projected hotel the booklet states:—

In the downtown heart of Toronto, modern and smart capital of the great province of Ontario, rise the classic storeys of The Royal York, the largest and most palatial hotel in the British Empire, a titanic pile of over 1,000 rooms, built, owned and operated by the Canadian Pacific. Its exterior design inspired by the architecture of medieval Lombardy, The Royal York, when completed, will thrust a great limestone tower into the sky from an historic site on the north side of Front Street, the broad thoroughfare that sweeps curvingly along the edge of the low bluff from which the city looks down upon the blue harbour-waters.

Across the pavement, and connected with The Royal York by a subway, is the new Union Station, with its rail connections to all parts of Canada and the United States. Within leisurely walking distance are the steamship docks at the city business, shopping and theatrical districts. Short rides away, by street car or automobile, lie churches, museums, art galleries, colleges, public buildings, amusement parks, bathing beaches, golf courses, race-tracks and airport, and the other features of the great city's varied appeal. From the windows of the guest-rooms, unobstructed view is had east, west, north and south, of wide-fung city, bustling waterfront, islands rimming the placid bay, and of Lake Ontario stretching away and away.

ENGLISH GIRL AS TENNIS MARVEL.

NOVICE WITH SPEED OF MILE. LENGLEN.

In finding Miss Katherine Smith playing in the National Junior championships at Wimbledon (writes Mr. Powell Blackmore in a London paper), I believe I have made the greatest lawn tennis discovery of the year. Any way, potentially it is so—despite the result of her first match.

Miss Smith is just seventeen years old, still in school, and it was her first appearance in her first tournament. Her home is in Stroud—she is at school in Switzerland.

What intrigued me most of all were two factors. She is the daughter of the world's greatest forehand hitter—the famous Englishman, S. H. Smith—and, what is more, she has inherited her father's immensely powerful forehand drive.

That stroke was for years famous the world over. His daughter, one day—and in the near future, I believe will reproduce its glory.

Miss Smith is a pretty blonde, with the charm of manner of her famous father. She stands nearly 5ft. 6in., and appears to be perfectly proportioned—the ideal build for a lawn tennis champion.

She has a kicking forehand drive like the fastest of Miss Helen Wills, but is much daintier and more supple in her movements.

I would rather liken her sprinting powers to those of Mlle. Suzanne Lenglen.

Nothing need be said of the score except in so far as it was an achievement of immense pluck on the part of little Miss P. G. Brazier, the South of England junior champion. She won by 4-6, 7-5, 6-4.

Mr. Smith tells me that his daughter has had no chance yet of playing lawn tennis. The standard of play at the school in Switzerland was so bad that Katherine gave up play and took up the task of teaching the girls the elements of stroke production.

I asked him how keen was she on the game.

"Immensely keen," he answered—"none keener."

"I replied: 'I wanted to hear that, only to be able to say with the greatest confidence that we have discovered a forthcoming world beater.'"

PARA-TYPHOID FROM IRISH CREAM.

EXPLANATION OF LONDON OUTBREAK.

Last month the *London Morning Post* was able to reveal the source of the para-typoid epidemic in London from which about 120 persons have suffered.

Doctors from the affected areas, from the Ministry of Health, and from the Metropolitan Asylums Board have been exploring every possible avenue of infection, and at last it was learned that a large consignment of cream supplied by a wholesale firm was responsible for the entire outbreak.

The consignment came from Ireland.

In the circumstances definite proof cannot be produced, and brought home to the firm concerned, but all the evidence, after an exhaustive inquiry into every aspect of every case in every district, points definitely to this one common source of infection.

There were 125 cases under treatment in the Metropolitan Asylums Board hospitals. The M.A.B. authorities state definitely that the epidemic has been stamped out. Recent cases are in the normal run of events at this time of year; they have no connection with the main outbreak.

Eminent Officials.

The authorities are silent on the result of the medical officer's researches. The doctors held a conference at the Kensington Town Hall and reached their decision, but as yet no public announcement has been made "because," it was stated in one quarter, "the authorities represented are on holiday."

The Ministry of Health also were unable to answer any question on the subject. All they would say was that their silence was inspired by a fear of making the public nervous.

One doctor, it is true, issued a statement on his own behalf. This was Dr. Dobson, the Medical Officer of Health to the Uxbridge Rural District Council. He attended four cases in his area, one of which ended fatally. Three of these cases he has reported to his council, came "from the same source in West London." He added that "over 100 cases had been traced to a particular supply of cream."

The tracing of the infection to the cream is interesting in view of the recent discussion on the subject of preservatives which has taken place in the *London Morning Post*. The consensus of medical opinion which this discussion revealed was undoubtedly in favour of the re-introduction of the use of preservatives in cream as a safeguard against similar outbreaks in the future.

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THE CANCER PROBLEM.

SYMPTOMS PEOPLE SHOULD NOTE.

DR. ALEXANDER CANNON'S REVIEW OF THE DISEASE.

A GRAVE WARNING TO THE CHINESE.

The August number of the *Caduceus*, the journal of the Hong Kong University Medical Society contains an able review of the world cancer problem by Dr. Alexander Cannon. Much of it is highly technical and intended only for the faculty, but the following extracts are of general interest:

The Problem.

The questions which this Council have attempted to answer are:—

1. Why are we so interested in Cancer?
2. Why are we making or planning to make, a mass attack on this enemy?

The answers include the following: cancer is more to be feared; more dangerous; and far more relentless, than any other disease that we know of. Whilst other diseases are yielding to investigation and treatment, based upon our increased knowledge, cancer is not only resisting well-planned and far more successful attacks, but is actually gaining ground. Sir Berkeley Moynihan describes Cancer as the "Captain of the Men of Death."

Figures given for the last twenty years show that:—

1. The general death rate has fallen by 32 per cent.
2. The infant mortality rate has fallen by 45 per cent.
3. The tuberculosis death-rate has fallen by 38 per cent.
4. The cancer death rate has increased by 20 per cent.

Some attempts have been made to explain these facts:—

1. It is known that the average expectation of life has increased, and hence a large number of people live to reach the "cancer age" (45 to 55 years). The argument against this is that although it is to some extent true, the average duration of life is mathematically longer chiefly because of the lower infantile death rate. Leonard Hill states, "The expectation of life has gone up for infancy, but not for the period of late middle life. There is no problem of what we are to do with our Grandfathers; they are living scarcely any longer than they did 50 years ago."

2. Some state that our diagnosis is now more accurate and therefore the increase is only apparent. There is an element of truth, we are told that "in cancer of the tongue there has been an increase of 30 per cent, and in cancer of the breast 23 per cent, in the last 20 years, but there is also the other side of the question, for it must not be forgotten that some few diseases 'called cancerous in other days, are now known to be simple'."

Note that the increased death rate from cancer occurs despite the fact that more people than ever are being cured of cancer. It is true that cancer can be cured permanently. The Council say, "We are apt to hear of the failures of surgery, as well as of its successes. We hear of deaths from operations, of recurrences of cancer after its removal; we hear little even from the rescued of their freedom from this disease." This is probably because the "rescued" regard it as a sort of moral blemish; as something equivalent to epilepsy, etc., in the family. The reason why more cures are not brought about, is because the public hesitate. The old saying that "he who hesitates is lost," is a more forcible truth here than in any other sphere.

The "Wrong Attitude.

What is the patient's point of view, who notices a lump on her body, say a lump in the breast? She at once says that there is something wrong, and it may be cancer; if it is cancer she must then undergo an operation; if she does she may die; if she survives, the cancer may return, if it returns, she must submit once more to surgical interference, with all its risks; even then the cancer may reappear. The whole prospect is depressing and hopeless: she had better say nothing about the lump. This is the wrong attitude which is repeatedly taken by the public at large.

Time passes; the lump grows larger, and finally, almost in despair, the Surgeon is called into the rescue. Woe to those who believe not in a good Surgeon, for he is also a good Physician, in the first place.

Quacks As Dangerous As Snakes.

Quacks with their "cancer cures" court the patient's anxious disaster; beware of them, as a snake in the grass. Sir Berkeley Moynihan says, "The desire for methods other than those which authority advises is as old as the days of Naaman; Captain of the hosts of the King of Syria."

When Elisha advised him to wash seven times in Jordan, and as his cleansed of his leprosy, his wounded chauvinism made him cry out, "Art thou too late."

The Last Warning.

Harken to the last word of warning, which should ring in the ears of all again, and again; there is a cancer when cancer is still local, and therefore, if accessible, curable; there is a day, when dissemination first occurs, the one day follows the other; the first day is the day of action; the second day is just one day too late.

not Abana and Pharpar, rivers of Damascus better than all the waters (little insignificant pools of water) of Israel? It does not pay to ignore the obvious.

A man's life has three stages:—
1. The stage of growth.
2. The stage of accomplishment.
3. The stage of decline.

Cancer seizes man usually in the latter half of this second stage, when he is at his best, giving to the world the harvest of a long spent season of sowing. Surely it was not meant that man should die before his work was completed according to plan?

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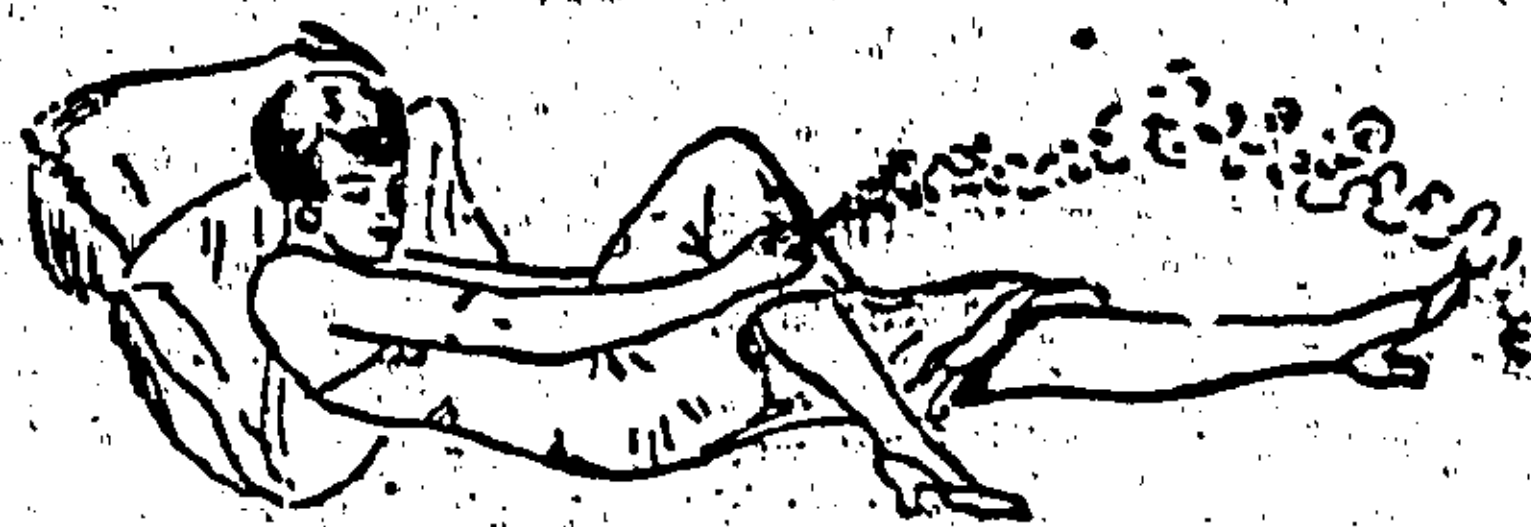
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NOW

FOR
AUTUMN
WEAR.

LANE
CRAWFORD'S
LADIES'
SALON.



The WOMAN'S PAGE

THE EVENING MODE.

EMBROIDERY AND DELI-
CATE BEADING STRESS
THE LINE.

A GLIMPSE IN LANE, CRAW-
FORD'S WARDROBE.

Ornament has never been put to
better use than in the 1929 evening
mode. Every touch of ornamenta-
tion has a definite bearing on the
line of the dress and there is in-
consequence nothing superfluous or
exaggerated.

Looking through Lane, Craw-
ford's new collection I noticed the
very definite tendency to stress the
right hand side of the gown and
was struck by the elegant simplicity
of the new modes.

There is, for example, a frock of
black silk lace on which the pattern

A BAG OF CHAR- ACTER.

FASHION DECREES COLOUR-
ED FELT TO MATCH
YOUR HAT.

The most charming and original
sac à main are to be found in the
Dolly Vardon Hat Shop. A hat
shop is the right place to buy your
bag now-a-days because one of the
newest ensembles notes is hat and
bag, and these have been specially
designed to go with the new
autumn model fells.

They are made of soft fine felts
in every conceivable combination of
colours stitched together along the
fascinating *technique* lines which
are such a feature of both millinery
and dress modes. Of the 50
examples I saw, no two were alike

FURNISHING FABRICS.

FLOWER GARDEN
CRETONNES.

The new furnishing fabrics are
really an unfair temptation. They
are so beautiful as to almost take
your breath away, and you long
to dress your favourite room in one
of them even if the present cretonne
or jaspé is still good. I came down
in the lift from the furnishing
department of Whiteaway, Laid-
law's the other day with a lady
whom I did not know, but despite
English convention we turned to
each other and spoke almost in the
same words. "I had to come
away," she said, "or I should have
bought some, and I don't need it
a bit."

A famous London house is respon-
sible for Whiteaway's new cretonnes
and they have a breath of Eng-
land about them which is parti-
cularly appealing. There is the
wisteria and sunflower design, for
example, which takes me back to a
well loved country vicarage. It
can be had on several different
grounds, but the flowers are always
painted in their natural lovely
tones. The designs are bold and
realistic, another flower cretonne
has a big blue vase with a true
English garden bouquet in it back-
ed with autumn leaves and creepers;
the ground in this case is pale
green, and I believe they have it
in other colours.

I saw another, single width this
time, cretonne on an apple green
ground against which bloomed a
sheaf of red and blue herbaceous
border flowers. That sounds, per-
haps, startling but it is not so in
the original at all.

For all and any of these cretonnes
the well known Whiteaway suite
has been designed. I saw one in
the showroom of which one end of
the settee had been left uncovered
to show the workmanship inside
which is responsible for the comfort
and the excellent service given by
these suites. I have myself watch-
ed every stage of the making but
it may interest you to see what it
is makes your chair so satisfactory.

SHOPPING HINTS.

SOME THINGS TO LOOK OUT
FOR.

Blankets are already necessary
on chilly nights and the wise house
wife will look over her store now
and buy what is necessary before
the winter really comes. There is
no need to recommend the "Early-
warm" blankets stocked by WHITE-
AWAY LAIDLAW's though you may
not have yet tried the *de luxe*
kind of the softest angora finish
with satin bound edges. Every
bride ought to have at least one
pair of these.

MADAME SARRAULT has returned
from Paris with a wonderful collec-
tion of gowns and hats which are
on view in her salon from to-day.

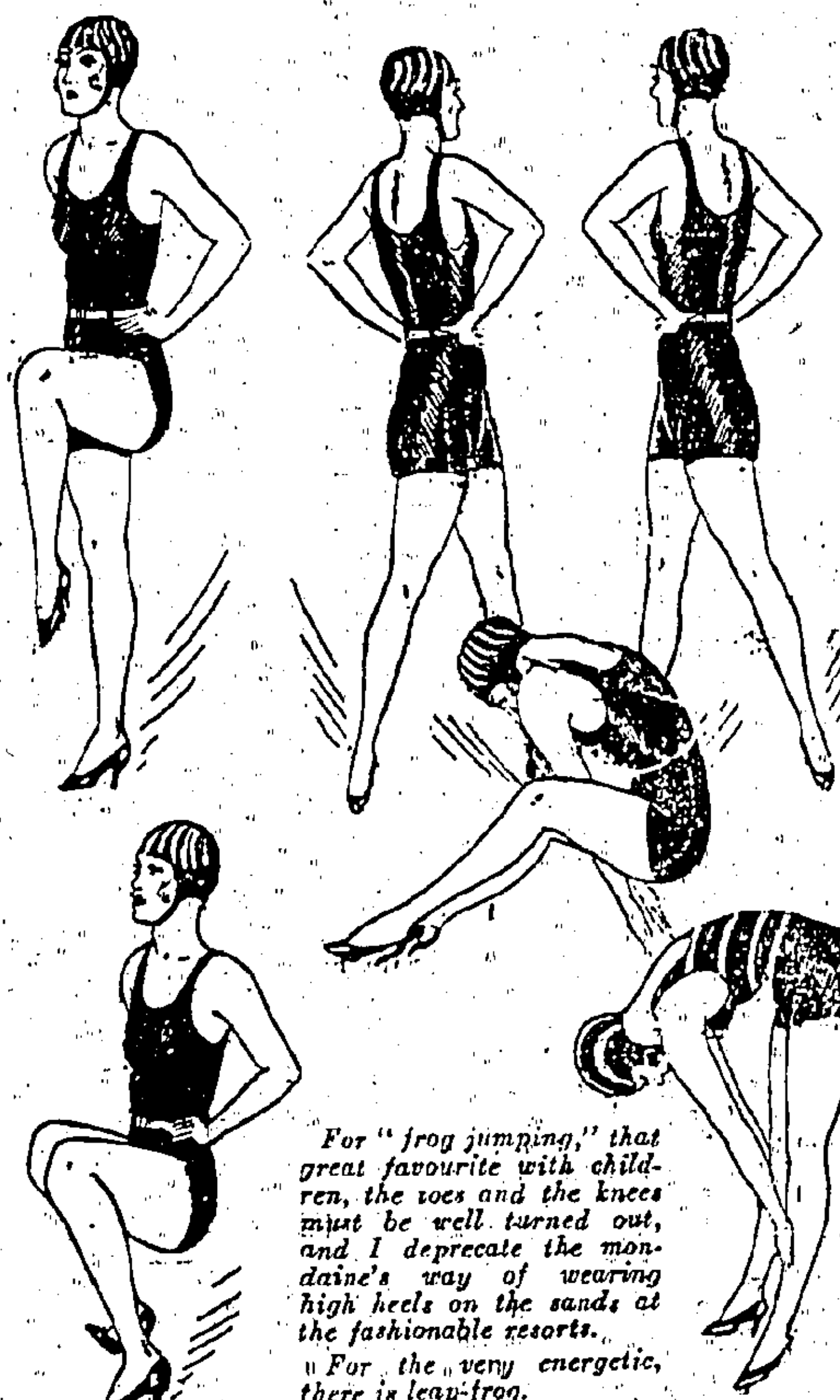
In THE DOLLY VARDON HAT SHOP
I found some charming two-piece
sports suits. They are made of
close knit silk and wool mixture
in a wide range of colours. Some
of the coats have collars and cuffs
of a different colour, but most of
them rely on the interesting sur-
face, tucks, buttons and cut for
their ornament. The cut in all
cases is excellent, the jackets being
made on exactly the same lines as
the new tailor makes. I saw too
a few sleeveless cardigans of the
same material equally well design-
ed.

In the same shop there are several
new and inexpensive evening dresses
of tulle, georgette and tulle, all
of which are very attractive.

HAIR WAVING.

BELIEVE ME, after a Permanent
Hair Wave done by MRS. BETEN
your hair is marked with Real Delicate
Waves, and not like the "Newly
Advised Method" here which leaves
the hair practically straight and requires
A Weekly Waterwave. MRS. J. BETEN
(Trained in Paris). No. 2, PRINCE
BUILDING, KOWLOON. Telephone: 2-
945.

EXERCISES YOU CAN DO ON THE SANDS.



For "frog jumping," that
great favourite with child-
ren, the toes and the knees
must be well turned out,
and I deprecate the mon-
daine's way of wearing
high heels on the sands at
the fashionable resorts.

For the very energetic,
there is leap-frog.

In the "Hips Firm" position raising the right and left leg
alternately as shown, with the toes bending downward, is a warm-
ing exercise if you feel chilly.

Turning the body alternately from central position to left and
then to right is slimming to waist and hips and beneficial to the
abdomen. The feet should be firm, the shoulders level and the
head erect.

is circ. Flat appliqué of dull
metallic silk in conventional roses
are used on both bodice and skirt.
Black tulle is used for a charmingly
simple dress with a two tiered skirt
which is cut very full. Three
narrow bands of silk mark the
waist line and the V yoke is made
of lace.

Black georgette becomes very
striking when cut with the new
wing back and ornamented with a
shining "pecklace" of rhine stones
which is held at the waist by a
jewelled buckle and runs down the
skirt like a water fall.

Persian red starched georgette is
trimmed on the left hip with
stitchery in red and silver thread.
The lines of this ornament lead
across to the right on which side
the skirt is cut with a godet which
falls almost to the ankles. White
georgette has, running from the left
shoulder down across to the right
hip, a cobwebby design in black and
silver beads strengthened over the
left hip by leaves worked in white
silk. The skirt is interesting, hav-
ing an apron effect at the back
which is scalloped at the edges
and falls in soft cascade lines on
either hip, a rather similar drapery
hangs from the right shoulder at
the back.

and I found it quite impossible to
decide which I liked the best, how-
ever, they are so unexpensive that
there is no reason why should not
have two or three to match different
ensembles. All of them are in two
or three colour schemes the different
pieces being joined flat by fancy
stitching not appliqué one on the
other. Sometimes the ornament
takes the form of circles, sometimes
triangles, or the quaint *technique*
lines may suggest an animal or a
landscape.

There is, for example, a bag of
Persian red with a quaint white
elephant, a lime green one with
three circles in different tones of
green. Red, again is trimmed with
triangular stripes of black and
white, grey has a scarlet castle
with green, white and black moun-
tains behind it. The colour schemes
are quite extraordinarily attractive,
there is lilac, green, red, cream and
violet; yellow, black and beige;
blue, black, mauve and pink; and
tan, green and yellow.

All the bags are beautifully lined
with leather in contrasting colours,
many with gold or black, and they
are sufficiently ingenious to carry
all you need while still retaining
their slim elegance.

There is no
substitute for Bovril.

"Take it
from me"

BOVRIL
IS BEST

FELIX
MANY NEW DRESSES
At Reasonable Prices
7, Ice House Street. AUTUMN HATS.

Gibbs Dentifrice
BRUSH MADE
protects the Ivory Castles
while you sleep

WHITEAWAY'S
HAVE JUST RECEIVED A NEW AND
EXTENSIVE RANGE OF ART SILK
CURTAIN NETS
A REALLY WONDERFUL RANGE OF BEAUTI-
FUL COLOURINGS ARE AT YOUR DISPOSAL,
ALSO THE VERY LATEST PATTERNS IN
ART SILK LACE NETS
SHADES:—GOLD, OLD GOLD, PINK,
DEEP ROSE, SAX BLUE, ROYAL BLUE,
ORANGE, TANGO, MAUVE AND ARAB.
WIDTHS: 42" AND 50"
PRICES:—\$2.50, 2.75 AND 3.50 YARD
THESE NETS ARE FADELESS TO
SUNLIGHT AND WASHING.
FURNISHING DEPARTMENT
FIRST FLOOR
WHITEAWAY, LAIDLAW & CO., LTD.

**THE PIONEER SILK
STORE**
SALE OCTOBER 1.
EVERYTHING REDUCED by 30-40 per cent
KAYSER STOCKINGS
No. 33 Usual Price \$4.50. Sale Price \$3.95.
No. 134 Usual Price \$3.50. Sale Price \$2.75.
No. 102 Sale Price \$2.90. No. 66 Sale Price \$3.40.
No. 88 Sale Price \$2.40. No. 157 Sale Price \$2.90.

WOMAN'S PAGE (CONT'D.)

FEATHER TOQUES.

BRIMS SWEEP TO THE RIGHT.

Among the new hats shown this week at The Dolly Vardon Hat Shop are several feather models, a fashion which promises to be very much worn by well-dressed women. Unlike the feather toques of some 15 years ago of which they are perhaps reminiscent, the feathers are generally left loose instead of being tightly gummed down. They may, for example, spring, as in a wine coloured model I saw, from the centre of the crown and fall softly down to a narrow brim of folded velvet. They may rise upward from the brim or sweep round the crown covering it entirely, and only when quite large flat plumes of the ordinary domestic fowl variety are used, are they stuck close to the foundation. Such effects make use of dyed feathers and are seen only on cloche shapes, the lips of the feathers being used as priming in much the same way as the ornamental stitchery which is now correct on felt or velvet models.

Soft Feather Effects.

A hat in leaf brown velvet has a deep band of soft feathers at the back which comes round to just in front of each ear. Another dark brown velvet has the crown covered with soft grebe feathers, while a green toque is made entirely of vivid parakeet feathers set flat with a cute little mount with brown and red tones in front.

Soutache Braid And Silver.

You will remember some weeks ago that we had a picture and description of the smart little evening toques made of metallic soutache braid which Parisiennes find so charming. I was delighted to see them in the Dolly Vardon shop partly because they are so much more attractive than I had supposed. There is one model which has a silver flower on the top of the crown and a border round the face of silver *pointelles* the rest of the hat is stitched with black soutache braid. A black velvet beret has the tam part embroidered with silver *soutache*, while another black toque has a kind of Russian *bandeau* made of black sequins, silver sequins being used just in front.

Plain But Chic.

There are also some charming felt hats among them a number of black models which are trimmed with bows of their own material or with strips of the same added to form decorative touches. But what ever the hat you will notice that there is a tendency to stress the right side. It may be that the brim widens and droops, or a feather brush may sweep out from behind the right ear. Very often the material itself is draped to the right and ends in a flat bow or cockade on that side.

GOSSAMER LACE.

BACK TO LACE RUFFLES AND CASCADES.

Dress has been so sophisticated of late years that even lace, that most feminine and fragile of fabrics, has been used in a sophisticated manner. Now, however, back the pendulum swings to ruffles and cascades.

So high an authority as Louise Boulanger uses gossamer, cobwebby lace to outline the spade-shaped vests on printed velvet gowns, the little vest being possibly of lace and georgette, the latter in a colour which tones or contrasts with that of the printed velvet. The vest, too, is an innovation in printed velvet gowns this year. Last autumn the material had to serve as its own ornament.

THE PERFECTION OF ENSEMBLE.

PAMELA MAKES IT EASY TO ATTAIN.

Among the delightful new things which have just arrived *chez* Pamela are some carefully arranged autumn ensembles consisting of *tailleur*, hat, shoes and bag. It is not obligatory, however, to buy the complete ensemble and there is room for a good deal of individual choice without stepping beyond the perfection ordained by Paris.

Beige Kashatulla.

There is, for example, a *tailleur* of warm beige "Kashatulla." The jacket, which is quite short, fastens well over with two quite plain buttons, and the skirt set on a straight two inch deep yoke is of the open wrap order. The hat designed for this suit is of fine fur felt in exactly the same tone of beige. It turns sharply up at the back fitting snugly round the nape of the neck by means of a small vertical tack behind either ear. The brim is cut away in front and from under the turn up at the back a narrow beige *georgette* ribbon comes round to tie in the centre front in a neat small bow. Beige lizard low heeled shoes and a tone lighter washing *suede* gloves complete the ensemble, with the addition of a fairly large bag of calf skin with the mount covered in the same leather.

Kashatrap.

A second ensemble is based on a *kashatrap* *tailleur* of *tabac* brown. The jacket is cut on similar lines, while the skirt although having the same yoke has box pleats on either hip. The hat is of the same tone felt and is of the new mephisto shape with a slight breadth at each side stressed at the right. On the right side too, are three transverse "tucks" in the crown made of straw. An entrancing pair of *soutaches de sport* are intended for this ensemble, they are made of calf with uppers of beige *suede*, while the bag is of *kashatulla*, a very soft kind of hopsack, with a dark amber mount.

Black Face Cloth.

For the third ensemble there is a *tailleur* similar in shape to the last of black face cloth. A smart little black felt shape, which is given character by the extra width on the right side, is trimmed with a bow of its own material in front secured by an oxidized silver brooch. The shoes are black patent with insets of grey lizard and low heels, and the bag has fine black leather in a semi-circle shape which fastens along the top with a zipper.

Individual Variations.

There are any number of other hats, bags and shoes to choose from which could be worn with any of these three suits, but the arranged ensembles are useful as indications of what is considered most *chic* in Paris at the moment.

"AUTUMN 1928."

LAME IN CRETONNE

She who would definitely have her newest evening gown labelled "Autumn 1928" must have it of chintz or cretonne patterned lamé. This material is supple and thin, and is woven loosely with thin gold or silver thread. I have sometimes seen it used on the wrong side of the fabric to get a blurred effect. The pattern needs to be an up-to-the-minute one and the metal threads need to be plentiful, otherwise at a short distance the mistake might be made that one was wearing a cretonne frock in the ballroom. How is the chintz lamé made up? Usually with a plain bodice, since the material is its own ornamentation, and a skirt that is godet. Or the skirt can have a couple of sash panels with long ends or a heel-length train which is cut up the middle into a couple of panels that are fastened round the waist with a swathed belt of lamé knotted in front.

In one fabric which the leading Paris couturiers are using I was particularly interested, and that is an all-British artificial-silk georgette. It is made in 24 colourings, and is a beautiful material.

ROUND THE TOWN.

SEEN IN LOCAL SHOPS.

In the newly opened piece goods department of LANE, CRAWFORD'S I found this week some interesting materials. There is "Viyella" both plain and checked designed to be used for ensembles, and a new bordered "Viyella" for either coats of frocks. "Viyella" is a new material made by the same firm which is a mixture of pure cashmere yarn and silk and is made in the new colours. There are also velvetines in black and colours and lovely silk velvet of the soft "ring" variety for evening wear in black, white and colours.

THE PIONEER SILK STORE showed me some new plain and printed georgettes and *crêpe de chine*. They are having another sale which will begin on Monday, October 1st, during which all goods will be reduced by 40 per cent, or 50 per cent. The synthetic jewellery of which I wrote last week has been selling wonderfully.

THE NEW GODET.



A gown of co-ordinated lace, with embroidery of brown crystal and bronze beads on the left of the bodice. For two or three inches on the hem of the skirt the lace is stiffened on the under side with horsehair to prevent the godet from hanging limply.

In the Children's Department of LANE, CRAWFORD'S I saw charming little first size knitted pram sets of overalls coat and bonnet in white and pastel shades. Also meridian sleeping suits trimmed with colours and some attractive little felt hats. A few smart little winter coats have also arrived made in Russian style with fur collars, of bright coloured face cloth and fine serge. There are some smart little silk and wool mixture cardigans in bright colours also.

WHITEWAY, LAIDLAW'S have some new all metal perambulators which are very low in cost, the price being only \$49.50. They are excellent models and are well sprung and upholstered. There are no silver plated fittings to rust in this climate, and the bodies which are coach painted outside can be kept simply clean by being washed over.

On the ground floor I found children's woollen gaiters in beige, brown, white and navy, and pretty little sandal socks made like adults' tennis socks, with gay turnovers. They can be had in cashmere or a silk and wool mixture and come from the famous house of Morley.

MOONLIGHT ON WATER.

A COLLECTION OF LOVELY DRESSES.

I mentioned last week that Felix was expecting a number of new frocks and yesterday I went in to look at them. Those that I saw were mostly for afternoon and evening and there are others as yet unpacked.

Perhaps the loveliest evening dress is one which made me think of moonlight on water. It is made of *eau de Nile* georgette which is sewn all over with tiny silver and pearl beads with a few quite large silver beads to give form to the design. Carefully as the beads have been sewn the effect is of delightful artlessness, and seems as if it were contrived by lighting rather than needle and thread.

Another beaded frock is crushed strawberry pink georgette and is interesting because the beads, silver and black, are used as *broderie anglaise*. An over dress effect is gained by the use of rows of tiny silver beads. Another frock with an over dress effect is carried out in soft white satin which is sewn with rows of tiny silver beads. The over dress line is achieved by means of a hem and borders of black satin, while a fairly heavy black and white embroidery at the foot of each front panel gives the necessary note of formality.

For afternoon wear I liked particularly a very *chic* model in navy blue and red *crêpe de chine*. The navy frock is cut with high neck and sleeves and has stitched collar and cuffs of scarlet. The same scarlet appears on the edges of four overlapping tiers which suggest the fashionable hip swathing, and while fitting tightly at the back are cut away in the centre front. Another more formal afternoon frock is carried out in beige georgette and silk lace. The plain full skirt and the sleeves are of the georgette, while the lace forms the jumper top. A stitched band of georgette finishes the jumper round the hips.

THE SPARE ROOM.

HOW TO ADD TO YOUR GUEST'S COMFORT.

[BY LADY KITTY VINCENT.]

The spare room is too often an apartment that is furnished with the odds and ends that are not wanted in the rest of the house, and, in addition, it is not really comfortable. It is the greatest mistake to economise in the matter of a bed, for if a guest has a comfortable night she is apt to look through rosy glasses at everything else. Cheapness need not mean ugliness, and with a little paint and some cretonne a room can be made to look delightful at a very small cost. You can indulge in much brighter schemes of colouring in a spare room than in a room that is in constant use.

A Suite Which Looked Charming And Cost Little.

Not long ago I furnished a most successful bedroom with a perfectly plain deal cupboard, dressing table, and chairs. I painted them an attractive shade of grey and I made two or three grey woollen rugs to match. The curtains and counterpane were of a hollyhock cretonne, and so was the blotting-book cover. I was lucky enough to have a toilet set in a hollyhock pattern and when the room was finished it looked charming. The early morning tea-service was in a deep shade of red to match the colour of the flowers, and I used rose-coloured paper napkins and a paper tray cover. It cost very little and the effect was really good.

Thinking For The Forgetful Guest.

I make a rule to keep a light extra eiderdown in a spare room and to show guests where it is to be found. It is all very well to tell them to ring if they want more blankets, but people may not realise that they would like another cover until it is late and they do not like to disturb the servants. I also have a "spare room box" which is made out of an old box and covered with cretonne. It contains an assortment of new tooth brushes and a hot-water bottle, also a bottle of aspirin and a small flask of brandy. So many guests arrive having forgotten to pack a tooth brush or a hot-water bottle, and if they should wake in the night with a violent headache or a bad pain it is nice to know that two safe and simple remedies are at hand and that they are not obliged to wake the household.

A guest is such a treasured person that it is well worth a little extra trouble to ensure her comfort.

THE CHILD'S POINT OF VIEW.

DANGERS OF INFERIORITY COMPLEX.

[BY A HARLEY STREET WOMAN DOCTOR.]

It is said that a tall schoolmaster once took two of his young charges for a walk. The scenery was beautiful and the master delighted in pointing out the beauties of nature that met his eyes. However, his small charges seemed bored and irritable. Somewhat perplexed, a happy inspiration caused him to lower himself so that his eyes were on a level with those of the boys. To his amazement all that he could see was the dreary road in front of them. He realised now that the view he had commanded was not visible to the boys. There was nothing of interest for them to appreciate, hence their boredom and lack of interest.

This illustration can, in many cases, be applied to the educator, whether parent or teacher, whose duty lies in the unbriding of the child. He looks at most things from his own point of view, and in so doing forgets that of the child.

Never Ridicule Children.

Every child must grow up among adults. They are big and strong; he is small and weak. These ideas, added to many others, such as obedience and inability to have his own way give him a sense of inferiority. This is augmented by the elder very often demanding more than the child can do, which makes him feel more helpless than ever. In this way he begins to feel that he has no rights. He is nobody. If seen, he must not be heard. Moreover, ridicule of a child is well-nigh criminal. Children detest being laughed at. It cramps all their habits and actions and injures the soul.

Causes Of "Sulks" And Temper.

It is not surprising, therefore, to find the child suffers from sulks, tantrums, or the question habit. All these are a compensation for his feeling of being an underling. He becomes somebody. He will be seen and heard. This is his method of gaining attention.

Every child should be taken seriously and treated so that he feels important and can do his bit for himself in the world. For instance, untruths told to the child can blur his vision, and he may later question the seriousness of the reality of life.

Gaining Insight To A Child's Mind.

Every elder has been a child once, so that he should cultivate what Dr. Alfred Adler, of Vienna, would call "empathy." This means that the adult must place himself in the position of the child in question. He must attempt to feel and feel to shoulder with the child and feel with him so as to gain a clearer insight into the ways and methods of his mind.

It is the fact that the adult fails to understand the child's point of view which is responsible for many of the "problem" children to-day.

WOMEN ACT AS DETECTIVES.

TALK OVERHEARD IN AN OMNIBUS.

The detective instincts of two women were responsible for the appearance of four alleged shop-breakers before Mr. J. H. Harris at West London.

George Costello, aged 29, homeless, and Sidney Thorpe, aged 27, photographer, were charged with breaking into a shop at Uxbridge Road, Shepherd's Bush, W., and stealing nineteen pieces of a pullover and a raincoat.

Mrs. Bertha Dear, of New North Road, Hoxton, N., said that she was travelling in an omnibus when the two men got in at Kensington.

They seemed to be in a jocular mood and were making remarks about a number of ties, which one of them produced from his pocket. She spoke to the conductor, but he said, "Oh, I expect they have bought them at some market." It seemed obvious to her that the things did not belong to them, and at Praed Street she followed them out of the omnibus and spoke to a policeman. He and another policeman went after the men.

"I must say," continued Mrs. Dear smiling, "they gave the poor policeman a good run. I don't suppose the policeman had ever run so fast before."

Both men were remanded.

Man With A Bundle.

Van Toner, aged 34, homeless, and Thomas Greenwood, 30, carer, of Chapman Road, Hackney Wick, E., were charged at the same court with breaking into the shop of Mr. Sydney Arthur Bennett, costumier, Hammersmith Road, W., and stealing 17 dresses and other articles.

Mrs. Watson, of High Road, Streatham, S.W., said she was walking along Hammersmith Road on Sunday afternoon when she heard a smashing of glass. A man standing in the doorway of a shop (Continued at foot of next column.)

COLLEGE LIFE IN AMERICA.

THE TRUE "FAIR CO-ED."

[BY A WOMAN, M.A., OXON.]

What is American college life really like? That is the question which we most of us ask after seeing a college film, as for example Marion Davis' very amusing performance in "The Fair Co-ed" at the Star a short while ago. An Oxford woman, M.A. writes to the *Daily Mail* of a conversation she had with an American girl student on the subject. What is American college life really like? she asks. Is it the pleasantly insouciant compromise between an athletic club and a matrimonial bureau that is presented to us so charmingly on the London stage? Or does graduation imply a certain degree of scholarship that is beyond English high-school standard?

At Crosby Hall, where many American women graduates are now in residence either for research work or holiday sight-seeing, I met a B.A. of the Randolph-Macon College at Lynchburg, Virginia. I realised at once that my own limited opinions of American college women, based on one flagrant example who habitually wore loud checked skirts and did her essays on a typewriter, were about to be demolished. For this graduate was a keen biologist with the unassuming, shy manner of the scholar. Nothing of the typical college girl's hoydenishness about her! With her fair bobbed hair and excellently tailored suit she looked like one of the less-frumpish *alumnae* of Oxford or Cambridge.

"Dietetics" As A Career.

"When people over here talk of 'American universities' I guess they are thinking mostly of the State universities, which are always 'co-ed,'" she said. "A degree from one of these colleges is a special recommendation in the graduate—as very many women are doing now—is taking up some commercial career, such as that of dietetics adviser at a restaurant. But for work that is purely scholarly, a degree from a woman's college such as Bryn Mawr or Vassar has a much higher value."

Glorified Matrimonial Agencies.

"Some of the State universities do, I admit, earn their reputation of being glorified matrimonial agencies. Exaggerated versions of life at these places are frequently shown on the screen, and no doubt many English people who see these films think of American colleges generally as care-free pinnacles featuring frequent love-affairs, athletics, and no work at all. On the whole, however, my experience of State universities—that of Washington, for example—has shown me that the examination standard is sufficiently high to 'weed out' the triflers, and that girls whose minds are occupied solely with clothes and the other sex disappear before their course is completed."

800 Women At One College.

"Randolph-Macon would, I suppose, correspond with your colleges at Oxford and Cambridge. Most of the 800 women there probably intend to teach, like myself, in secondary schools. There are also a good many prospective lawyers and doctors."

"The minimum age for a 'freshman' is 16, but the average age for graduation, after four years' study, is 21. On the whole we are a hard-working and not unintelligent collection of women."

A Broad, General Culture.

"We are always open to criticism for our 'broad' and consequently often shallow culture. At the women's colleges one specialises in a certain subject, but during the first year the classes are general, just as they are at a school. A 'sophomore,' or second-year student, will specialise in biology or whatever her subject may be, but she must attend certain arts classes as well. Occasionally you get a graduate who has studied gracefully over a wide range of subjects and who has no deep knowledge of anything."

No Inter-Collegiate Games.

"Out social life at the women's colleges is more circumscribed than modern Oxford and Cambridge. Games and work are carried on within our own big campus, or grounds. Matches are never played with other colleges because we think the team system allows a few picked people to enjoy games at the expense of the less athletic majority."

was obviously keeping observation and his attitude seemed suspicious. Mrs. Watson said she asked the man what he was doing and he waved her away. She kept watch and saw another man come out of the shop with a bundle in his arms. The men walked up Hammersmith Road on different sides. She spoke to a passerby who went for a policeman.

P.C. Dennis said that he found the men in an omnibus sitting apart. One of them had a bundle under the seat. A remand was ordered.

MYSTERY BAG PHOTOGRAPH.

I DON'T KNOW HOW IT GOT THERE."

PUZZLE OF CHILD'S BURNED BONES.

LONDON, Sept. 1st. Important developments occurred yesterday in connection with the mystery of the woman's handbag which was picked up outside a cinema at Kingston-on-Thames on Saturday.

Following extensive investigations, under Superintendent Hawkins, have traced the original of a torn photograph found in the bag. She is Nurse Marjory Harden, a 29-year-old probationer at the Kingston Hospital.

Among the contents of the bag, which was found by George Lewis, a policeman's schoolboy son, were, in addition to the torn pieces of the photograph:

Pieces of partly burned bones. Strands of light brown hair. A woman's blood-stained pink silk stocking.

A blood-stained razor.

A torn letter.

Bottle of disinfectant.

The pieces of bone, believed to be those of a child, were forwarded to the Home Office for examination by Sir Bernard Spilsbury, the pathologist, who certified them to be human.

The police were able to piece the photograph together and with the aid of a local photographer, Mr. E. L. Witcombe, were able to identify the picture as that of Miss Harden.

Supt. Hawkins, Divisional Detective Inspector Baker visited Miss Harden yesterday afternoon at the hospital, where she had been employed for two years. They questioned her for four hours concerning the photograph and the handbag and she was able to satisfy them that although the photograph was of herself, the bag did not belong to her.

She also told the police that on Saturday she was on duty at the time the bag was found and did not leave the hospital during the day.

Miss Harden informed the detectives that she bought three copies of the photograph and she gave the names and addresses of the people to whom she presented them.

Afterwards the detectives made further inquiries concerning the photographs, and last night interviewed several people who, it is thought, might be able to assist in clearing up the mystery.

Miss Harden, who comes from Tredgar, Monmouthshire, is a good-looking girl with dark bobbed hair. She is described at the hospital as a good worker who has very few friends in the district.

Last night Miss Harden, who showed signs of her long examination, told a *Daily Mail* reporter that she was unable to explain how the photograph came to be found in the bag. She added:

"I have never seen the bag before. I have told the police all I know about the affair and have given them all the assistance I can."

"Although I have been here two years I have no men friends. My family live at Tredgar and the majority of my friends."

Mr. Witcombe, the photographer, said that he identified the photograph as that of Miss Harden from a fragment of the picture showing the mouth.

"I remember touching up a portion of a tooth which was rather prominent," he said. "Miss Harden was one of three girls who came to be photographed some time ago."

BRITISH AIR MAIL TRAFFIC.

STEADY GROWTH DURING JUNE QUARTER.

The British Postmaster-General announces that there was a steady growth of British air mail traffic during the quarter ended last June. In that period nearly 14,000 lb. of parcels was sent by air to Germany, against 9,000 lb. during the corresponding quarter of 1927, and over 6,000 lb. to Paris, compared with 5,000 lb. Letter traffic to France and Germany showed increases of 80 per cent, and 50 per cent, respectively, while over 4,000 lb. of letter mails was despatched by the Cairo-Basra service, compared with about 3,000 lb. in the corresponding quarter of 1927, an increase of over 50 per cent.

Since the opening of the summer season this year several new air services have been made available. The most notable instances are, a new air letter service to Persia, in direct connection with the London-Moscow air service, a service in Peru for letters and parcels to Iquitos and certain other places, and the recently established service to South America via France and Dakar. Air parcel services have also been opened to Norway, Sweden, and Denmark, Austria, Czechoslovakia, and Hungary.

All these services represent a really appreciable gain in time over the ordinary routes, in some cases as much as several weeks. The public are evidently realizing that the air parcel services offer not only rapid transit but speedy clearance through the Customs in the country of destination.

JACOB'S
ROYAL
AFTERNOON
TEA
BISCUITS

A daintily tempting assortment that makes tea-time a treat.

W. & R. JACOB & CO., Ltd.
DUBLIN INELAND

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Cleveland ... Tuesday, Oct. 9th
Pres. Pierce ... Tuesday, Oct. 23rd
Pres. Taft ... Tuesday, Nov. 6th
Pres. Jefferson ... Tuesday, Nov. 20th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Tuesdays

Pres. Lincoln ... Tuesday, Oct. 2nd, 10 a.m.
Pres. Madison ... Tuesday, Oct. 16th
Pres. Jackson ... Tuesday, Oct. 30th
Pres. McKinley ... Tuesday, Nov. 13th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Saigon, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes ... Sun., Oct. 7 a.m. Pres. Harrison ... Sun., Dec. 2 a.m.
Pres. Polk ... Sun., Oct. 21 a.m. Pres. Monroe ... Sun., Dec. 15 a.m.
Pres. Adams ... Sun., Nov. 4 a.m. Pres. Wilson ... Sun., Dec. 30 a.m.
Pres. Garfield ... Sun., Nov. 18 a.m. Pres. Van Buren ... Sun., Jan. 13 a.m.

To Manila

Pres. Cleveland ... Sept. 29th, 5 p.m. Pres. Taft ... Oct. 27th, 6 p.m.
Pres. Madison ... Oct. 9th, 5 p.m. Pres. McKinley ... Nov. 6th, 6 p.m.
Pres. Pierce ... Oct. 13th, 5 p.m. Pres. Jefferson ... Nov. 10th, 6 p.m.
Pres. Jackson ... Oct. 23rd, 6 p.m. Pres. Grant ... Nov. 20th, 6 p.m.

For Bookings, Passengers and Freight Information apply to

PEDDER BUILDING, Ground Floor.
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

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American Mail Line

Dollar Steamship Line

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "CHILE"

loading on or about
15th October

PORT SAID, HAVRE, ANTWERP, ROTTERDAM,
AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.
M.S. "Afrika" ... 24th Oct. 8th Nov.
M.S. "Malaya" ... 2nd Dec. 11th Jan. 1929
M.S. "Siam" ... 30th Dec. 4th Feb. "

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENARA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 4th October, 1928, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas, on 3rd October, 1928, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 27th Sept., 1928. [8760]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENAVON"

CONSIGNEES of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Underinsured on or before the 7th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 28th Sept., 1928. [8758]

EMPIRE AIR ROUTES.

NEW SERVICES NEXT YEAR.

A few weeks ago British civil flying completed its ninth year. While on August 24th, 1919, it was considered a great event to take two passengers to Paris in a converted military machine, last month Imperial Airways carried more than 3,000 passengers on their cross-Channel services, and have been able to recommend the payment of a dividend of 5 per cent. on their fourth year's working.

This result will be even better appreciated when it is remembered that the State support to British civil flying has not been on the same generous scale as in other countries. More encouraging still, next year will see the establishment of a through air route from London to Delhi, and it is to be hoped, some measure of assistance to the beginning of the much-needed "All-Red" route through Africa for which the Cobham-Blackburn Air Lines have collected information.

The immediate task before Imperial Airways is the organization of the air link between London and Egypt, and they have already ordered a third Short Calcutta flying-boat to supplement the two provided by the Air Ministry, one of which was seen in the Thames at Westminster last month. These boats will be used for the route across the Mediterranean from Europe to Africa, and while the exact route to be followed has not been fixed, the general plan is as follows:—London-Basel (Imperial Airways aircraft, 485 miles); Basel, Italy (by night express through the Alps, 150 miles); Italy-Egypt (Imperial Airways flying-boats, 1,300-1,800 miles); Egypt-India (Imperial Airways land aircraft, 2,800 miles).

International co-operation is necessary if the best route across the Mediterranean is to be chosen. This is at present a matter of negotiation between the countries concerned, but as the principle of the freedom of the air for commercial purposes gains ground, it will be more and more realized that only in this way can commercial flying be made profitable. Every nation has had to spend large sums in the provision of ground facilities, weather reports, and wireless equipment, and as a seaport, the more traffic that can be attracted to the airport the greater is the revenue in dues and fees for services rendered. A glance at the map of the Mediterranean shows that there are many alternative routes to Egypt suitable for aircraft, particularly flying boats. If Marseilles is used as the departure point, a flying boat can proceed via Corsica to the North African coast, and then fly along the seaboard to Egypt, a route which has been taken by several of the pilots of light aircraft going to Africa. Then, with Italian co-operation, there is a choice of routes along either the west or the east coast of Italy, and by the first a flying boat could also jump across to Africa via Sicily and Malta, the route followed by Sir Samuel Hoare when he made his flight to India to open the Middle East air route.

A flying boat service by another route could leave the Italian coast and fly via the Greek islands to Crete and from there go on either to Soffium and Alexandria, or if the custom point of Crete were used, fly direct to the Egyptian seaport. There is yet a further route to the East, which takes Rhodes and Cyprus as points and then makes a Palestine port. Such a route, however, is not likely to be considered at the moment, for it would need a connecting service to Egypt, whereas commercially it is desirable to fly directly to Alexandria, and there connect with Cairo, and it is to be hoped, with the future through-Africa route.

The Egyptian Government are constructing a modern aerodrome at Alexandria, which will combine an air port and landing ground. It is to be situated at Dekhla, and will be so arranged that the central administration can control both flying-boats and land aeroplanes, and the workshops and service facilities will be open to both kinds of aircraft. Funds have now been voted for the initial work and the land is being purchased, but the port may not be ready by next April, when it is hoped to inaugurate the through London-Delhi air service. In this case Abukir could be used temporarily, but once the service has started the advantages of a proper civil port will quicken the interest of the Egyptian people, especially as a connecting air link with Cairo will be called for. The distance is 120 miles, and the saving in time over the train service will inevitably make a big appeal to tourists and business people. Whether the flying-boat should continue on up the Nile or the land aircraft fly to the coast from Cairo has not yet been settled, but an air link is certainly desirable, and in the future a "branch flying-boat service" is run to Palestine the Dekhla air port may be a very important air junction between Europe, Africa, both Central and South, and Asia.

(Continued on next Column)

"HAKAHUNHO MARU" SAFE.

H.M.S. "THRAOIAN" TO THE RESCUE.

ALARMING WIRELESS MESSAGE.

News has been received by wireless that the Japanese freighter *Hakahunho Maru* from whom an alarming S.O.S. was picked up at 3.17 p.m. on Wednesday, is safe.

The first news received was to the effect that the vessel had grounded in the middle channel of Hainan Straits two miles distant from Two Mile Patch. She reported that she was holed and water was coming in and asked for assistance. A second message followed almost immediately "Immediately rescue. Sunk in 10 minutes." "No ship yet arrived." The ominous silence that followed this urgent S.O.S. was thought to indicate that the freighter had gone down.

At 7.30 p.m. H.M.S. *Thraoian* of the 3rd Destroyer Flotilla left Hong Kong and went full steam ahead for Hainan Straits, 300 miles to the south-west, in the hope of picking up survivors whom it was presumed would have taken to the boats. However, at 10.10 p.m. the *Thraoian* picked up a message from the *Hakahunho Maru* to the effect that she was safe and was proceeding to Hainan Bay. The warship then turned about and entered Hong Kong Harbour shortly before 7 a.m. yesterday morning.

A later wireless message from the Japanese vessel received at 7 a.m. yesterday states that she struck a submerged rock in the Hainan Straits at 3 o'clock in the afternoon of Wednesday, and was unable to clear the obstruction for some time. Finally she was able to make her way to Hainan Bay where she arrived 4 hours after the disaster at about the time the *Thraoian* left Hong Kong to go to her aid. The freighter was stated to be considerably damaged, and the bottom beneath No. 2 hold and the No. 3 deck were leaking. At the time of sending the message the No. 1 tank and Nos. 1 and 3 bilges were being pumped out. The message adds that navigation is impossible in the present condition of the vessel.

The s.s. *Hakuhō Maru* is not a caller at Hong Kong and is understood to be a freighter employed between southern ports and now running under the Japanese flag for the Goshi Kaisha Tatsumi Shokai. She was formerly owned by the British India S.N. Company under the name of *Itola*.

To Delhi in A Week.

The exact length of the London-Delhi air line depends on the route finally chosen over the Mediterranean, and the variation here may be as much as 500 miles. There is a choice of routes in which the length of the sea passage enables the full commercial use of the flying-boats to be carried out with little or no reserve of fuel for strong head winds. The complete journey will probably at first be scheduled to take a week from London to India, but when once experience has been gained of the local conditions on the route the flight should be reduced to five or six days, with the possibility of further reductions if light flying is included. It is doubtful, however, if passengers will want to fly continuously night and day, and in the future, as the air mail traffic develops, a separate service flying night and day will have to be organized solely to carry mails and, perhaps, passengers on urgent business.

There is a possibility that the Short Calcutta, besides being used on an Imperial route, may be required for a flying-boat service between Liverpool and Northern Ireland. Both Liverpool and Belfast are anxious that trial services should be run during the coming Liverpool Week, which begins on September 22nd. Imperial Airways are sending a Calcutta to provide a service during the week. This will be purely experimental, and as such cannot be compared with a permanent service, but it will serve to illustrate the immense saving in time which can be effected by the use of a flying-boat in bringing Belfast within an hour and 40 minutes of Liverpool. Afterwards, if the two cities can offer any sufficient guarantee of traffic over a period of a year, it may be possible to institute British flying-boat routes in this area. It must involve, however, an entirely distinct fleet of at least three boats, the provision by the cities of proper air ports, and probably some extension of the weather and wireless facilities provided by the Air Ministry for civil flying.

So far the State has not been too generous towards civil flying, but public opinion, aircraft construction, and operational technique have reached a point when there is every justification for a progressive policy to put British air transport in a leading position on the main trunk routes of the world.

THE TIP PROBLEM SOLVED.

A SWISS EXPERIMENT.

I once knew a man (says a writer in a London paper) who never, if he could help it, left his car in a public parking place because he could not make up his mind if the appropriate fee to the attendant was six-pence or a shilling. Hotel tipping is like that. One almost wishes one had stayed at home. Those last moments in the courtyard which should be occupied in saying charming things one firmly believes to be true, to people one will ultimately never want to see again; how often are they rendered a confusion and a thing of naught because we are a prey to three agonising doubts. Have I tipped everyone? Have I given them too much, thus betraying my fellow guests? or too little? But the latter alternative is unthinkable.

Well, sigh no more, ladies and gentlemen. The problem has been solved, once and for all time. It was a Swiss hotel. One of the most exclusive, so exclusive, in fact, that often it is the only hotel in the little mountain town which is not full to overflowing. The proprietor is Monsieur G., d'oyen of Swiss hoteliers. In appearance Monsieur G. is like the late Lord Salisbury, massive, bearded, a monument of sanity, dignity, and distinction. I think somehow Queen Victoria and he, had they met (quite possibly they did), would have found they had much in common.

It was the day before, I had to make a very early departure. The bill had been delivered. There remained the eternal problem. The place simply swarmed with servants. Suddenly I came to a great decision. I marched boldly into the *Bureau* and faced the great man. "Monsieur," I said, "you have been in the hotel business for countless years. As suggested by Bernard Shaw, the number of forks and spoons, table-cloths, and potted palms you have amassed must by now be well nigh incalculable. Out of the wealth of your great experience tell me: Whom of all your minions should I tip, and how much?" "This is going to be settled here and now—"

Five minutes later I came out of the *Bureau* bearing a paper covered with fine spidery writing—a document as authoritative in its way as a Papal Encyclical. It ran as follows:—

Divide ten per cent. of your bill among the following ones:—

Pool dining-room (pay to head waiter) ... 45
Chambermaid ... 10
Bootsman ... 10
Concierge ... 15
Conducteur (station luggage) ... 7
Lift ... 1
Page 1 ... 1
Page 2 ... 1

100

The absolute authenticity of this is hereby guaranteed.

Did it work? Perfectly.

Was everyone satisfied? They were.

Two problems, however, arose. Was "Bootsman" the gentleman who brought down my luggage and put it on the hotel bus, and was it he who was responsible for brushing and pressing my dress clothes, so admirably every evening? I devoutly hope so, because he had undoubtedly earned his ten per cent. How should I find Page 1 and Page 2 at half-past six in the morning? This was easily solved. The entrance to the hotel consisted of two large swing doors. As I passed through them for the last time one was held open by Page 1 and the other by Page 2.

So another of life's irritating little problems has been finally solved, and I hasten to broadcast the news. One final suggestion. If you aren't equal to calculating those percentages the head waiter will do it for you on the back of your bill.

FLYING WITHOUT A LICENCE.

A PILOT'S ERROR.

At Trillick, near Monmouth, Police Court last month, Ernest B. W. Bartlett, of Godshill, Isle of Wight, was summoned for not having a pilot's licence when using a flying machine. The defendant, owing to illness, did not appear, and was defended by Mr. J. T. Vizard, solicitor, Monmouth, who admitted a technical offence. The Police-constable Maund, of Trillick, said that on Sunday, July 8th, he saw a Moth aeroplane at Trillick Grange. The defendant was sitting down close to the aeroplane, and said that there had been a mishap, but no one was hurt. (Continued on next Column)

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 4th October, 1928, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas, on 3rd October, 1928, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 27th Sept., 1928. [8761]

UNCLAIMED TELEGRAMS.

AT THE GREAT NORTHERN TELEGRAPH CO.

ADDRESSED FROM

Mr. Foo Pen Quen, Kwong ... S.S. *Kashgar*
David Gungy ... Shanghai
Chan Tad Sam, 24, Des ... Manila
Vauv Road ... Manila
Fravlin ... Tokyo
Chung Sang ... Kobe
Marrin, Hong Kong ... Batangas
Hotel ... Batangas

AT THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH CO.

ADDRESSED FROM

Mrs. J. Crawford, V.A. ... Manila
toria Garden Hot ... Manila
Kowloon ... Manila

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 25th.

Previous Day at 2 p.m. at 6 a.m. at 4 p.m.

Barometer ... 29.81 29.85 29.82

Temperature ... 78 76 81

Humidity ... 69 71 69

Wind ... Direction East E East

Force ... 3 4 3

Weather ... 0 0 0

Rain ... 0.23 0.00 0.00

Highest open-air Temperature, 28th: 79

Lowest open-air Temperature, 27th: 75

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning

M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From September 28th to Oct. 4th, 1928.

High Water Low Water

Days of Week Date of Month

Time of Day Height of Tide

Time of Day Height of Tide

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CONSIGNEE NOTICES.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motor Vessel "AFERKA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas, on 3rd October, 1

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"CHENAN"	On 28th Sept., 10 a.m.
SHANGHAI & TIENTSIN	"SZECHUEN"	On 30th Sept., 8 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept., 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 1st Oct., 6 a.m.
SHANGHAI, NEWCHANG & DALNY	"YINGCHOW"	On 2nd Oct., 6 p.m.
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 2nd Oct., 6 p.m.
SHANGHAI	"YUNNAN"	On 3rd Oct., 6 p.m.
SHANGHAI	"LINAN"	On 4th Oct., 6 p.m.
WANHAI, CHEFOO & TIENTSIN	"KUEICHOW"	On 6th Oct., 4 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 7th Oct., 2 p.m.
SWATOW & BANGKOK	"KALGAN"	On 8th Oct., 6 a.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 8th Oct., 2 p.m.
SHANGHAI, NEWCHANG & DALNY	"KANGCHOW"	On 9th Oct., 6 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUICHOW"	On 9th Oct., 6 p.m.
SHANGHAI	"HUPPE"	On 10th Oct., 6 p.m.
SHANGHAI	"CHENAN"	On 11th Oct., 6 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 14th Oct., 2 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 14th Oct., 6 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 15th Oct., 6 a.m.
WANHAI, CHEFOO & TIENTSIN	"HUIHOW"	On 18th Oct., 4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STAGES	Days	Days
CHANGTE	9th October	18th October
TAIPING	8th November	19th November
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929

Will call at Hong Kong. For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents. TELEPHONE: CENTRAL 38.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD. AND AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th October
S.S. "AGAPENOR"	Via Suez Canal	17th October
S.S. "CITY OF KHIOS"	Via Suez Canal	29th October
S.S. "PYRREUS"	Via Suez Canal	18th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice. For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October
M.V. "CHINESE PRINCE" ... 8th November

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furness. King's Building. 119



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSHALLS via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
D'ARTAGNAN ... 28th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 29th Oct.	PAUL LEBON ... 23rd Oct.
G. METZINGER ... 30th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LEBON ... 4th Dec.	CHENONCEAUX ... 21st Nov.
ANDRE LEBON ... 18th Dec.	PORTHOUS ... 5th Dec.
CHENONCEAUX ... 1st Jan., 1929	ATHOS II ... 19th Dec.
PORTHOUS ... 14th Jan., 1929	D'ARTAGNAN ... 2nd Jan., 1929
ATHOS II ... 30th Jan., 1929	SPHINX ... 18th Jan., 1929
D'ARTAGNAN ... 29th Jan., 1929	G. METZINGER ... 30th Jan., 1929

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam.

For Full Particulars, apply to—
Messageries Maritimes
Telephone: C. 651 and 741. 119
3, Queen's Building.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

September 28th.

Argun Maru, Japanese str., 4,000 tons, Capt. S. Hinkuma, from Keelung, which port she left on September 25th, with a general cargo, lying at Taikoo Dock.—O.S.K.

Lushan Maru, Japanese str., 1,507 tons, Capt. T. Yasutake, from Swatow, with a general cargo, lying at buoy No. C17.—N.Y.K.

Protestant, British str., 8,115 tons, Capt. Thomas W. Quick, from Milke, which port she left on September 22nd, with a general cargo, lying at buoy No. A1.—B. & S.

Tjikarang, Dutch str., 6,604 tons, Capt. G. Hopman, from Mun-tah, which port she left on September 20th, with a general cargo, lying at buoy No. A8.—J.C.S.L.

September 27th.

Africa, Danish motor ship, 8,510 tons, Capt. Schimmelstrup, from Singapore, which port she left on September 22nd, with a general cargo, lying at Rowloon Wharf.—J. Manners.

Antang, British str., 2,107 tons, Capt. J. O. J. Morse, from Amoy, with a general cargo, lying at buoy No. B1.—B. & S.

Cheong Shing, British str., 1,251 tons, Capt. D. R. Killin, from Swatow, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

Chenan, British str., 1,355 tons, Capt. J. D. Fraser, from Canton, with a general cargo, lying at buoy No. B8.—B. & S.

Chicago Maru, Japanese str., 5,558 tons, Capt. K. Ishimaru, from Moji, which port she left on September 22nd, with 493 tons of general cargo, lying at Rowloon Wharf.—O.S.K.

Glenahil, British str., 3,414 tons, Capt. P. Sanders, from Singapore, which port she left on September 22nd, with a general cargo, lying at Rowloon Wharf.—Jardine, Matheson & Co.

Glenara, British str., 4,155 tons, Capt. W. J. Ings, from London, which port she left on August 11th, with a general cargo, lying at Rowloon Wharf.—Jardine, Matheson & Co.

Limchow, French str., 1,416 tons, Capt. P. B. Morganti, from Canton, with a general cargo, lying at buoy No. C45.—Sing Kee Co.

CLEARANCES.

September 27th.

Afrika, for Shanghai.
Argun Maru, for Keelung.
Denawon, for Milke.

Chenan, for Swatow.
Chicago Maru, for Singapore.

Cheong Shing, for Canton.
Clare Jensen, for Saigon.

Englee, for Foochow.
Glenahil, for Shanghai.

Glenara, for Shanghai.
Greleady, for Saigon.

Hin Sang, for Sandakan.
Limchow, for Pakhoi.

Lushan Maru, for Canton.
Menado Maru, for Hoihow.

Raleigh, for Macao.
Shiu Hing, for Macao.

Seechuen, for Canton.
Tai Fook Sing, for Saigon.

Tai Fook Sing, for Saigon.
Taipooek, for Kwang Chow Wnn.

Tendat Maru, for Dairen.

MORE TROUBLE AT ELLIS ISLAND.

ACTION BY SHIPPING COMPANIES.

LITIGATION PENDING

Immigration into the United States of America has long been a thorny subject, and a certain amount of dissatisfaction on the part of many interests has been revealed for some time.

Not least amongst those who have considered they have long had a legitimate grievance against the American authorities are the European shipping companies.

Their dissatisfaction has now come to a head with the filing of suits by eleven companies in the United States Federal Court, claiming 150,000 dollars against the Collector of the Port of New York as reparations for the alleged improper rejection of immigrants carried by these lines.

The amount is claimed as a return of moneys expended by the shipping companies in maintaining and carrying immigrants who have recently been refused permission to land in the United States.

The companies involved include the Cunard, the National Steam Navigation, Svenska, the American Line, the International Mercantile Marine, the United Steamship Co., Compagnie Generale Transatlantique, Compagnia Sud Americana de Vapores, Navigazione Generale Italiana, and the Transatlantic Italiana.

The American authorities, and such of the plaintiff companies as have offices in England, refused to make any statement.

After exhaustive inquiries in Transatlantic shipping circles in London, however, it was learned that trouble in this direction has been brewing for some considerable time, and that the present suit was in the nature of a test case.

Precautions Taken.

The companies, it is understood, have for long been dissatisfied with the application of the law by the New York Port authorities, and their concerted action at this time would seem to point to their definite conviction of irregularities in this matter—irregularities which in shipping circles have been discussed for some time.

The United States Immigration Laws, dated March 1st, 1927, provide stringent penalties for shipping companies bringing in aliens who are medically unfit. The list of ailments given in definition of this term are as follows:—"Idiocy, insanity, imbecility, feeble-mindedness, epilepsy, constitutional psychopathic inferiority, chronic alcoholism, tuberculosis in any form, or a loathsome or dangerous contagious disease."

The penalty for bringing in any such person to American shores is a fine of 1,000 dollars, to be paid to the Collector. Further, the shipping company must hand over to the Collector the amount paid by the immigrant for his fare, which

(Continued on next Column).

SHIPPING MOVEMENTS.

The R.M.S. Empress of Canada arrived at Manila on Thursday at 8 a.m., left on Friday at 4 p.m., and is due at Hong Kong on Sunday at 9 a.m. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at noon on Wednesday, October 3rd.

The m.v. Apris (Swedish East Asiatic Co., Ltd.), left Rotterdam on September 20th, and is due here on or about October 20th.

MERCHANT SHIPS IN PORT

The following merchant vessels were in port yesterday at 9 a.m.:

British: Proteus, Benavon, Antung, Cheong Shing, Glenara, Chenan, Kaiping, Freyong, St. Albans, Hatching, Crenata, Greleady, Tean, Kaying, Ghat Sang, Hydrangea, Hin Sang, Ying Chow, Fong Tong, Rheumphen, Sumatra, Lok Sun, Seang Bee, Taikoo.

Danish: Clara Jensen.

Norwegian: Dakti, Haldor, Ton-jer, Hiram, Havnrot, Van, Svale.

Portuguese: Kong On, King On.

Japanese: Argun Maru, Kishu Maru, Lu Shan Maru, Fendai Maru, Nagata Maru, Anai Maru, Siberia Maru, Bokuyo Maru, Menado Maru.

Chinese: Englee, Hwah Wu, Tai Fook Sing, Yung Fu, Phranang, Soon Ann, Chung Kong, Wing Wo, Sun Kong, Wing On, Cheung On, Derwent, Yan On, Hung Chow, Gen. H. Knor, Man Sun.

Dutch: Tjikarang, Van Heutz, Jan, Otto.

French: Huong Hai, Taipooek, Limchow.

will be handed to him by that official.

In addition, the companies have to return the alien in question to his native shore and maintain him pending and during the voyage.

The shipping companies, at any rate in England, and doubtless in all European countries, conduct a most stringent medical examination of all intending immigrants before they will accept them as passengers.

The examination leaves few loopholes for an "undesirable" to get through, in view of the great risk taken by the companies in carrying such a person.

"The Last Straw"

One company admitted that, in the past, isolated cases had managed to slip through in some way when perhaps hundreds were being examined at the same time, and when they were discovered the companies admitted their mistake and paid the penalty.

Recently, however, the number of immigrants passed as fit in Europe, but rejected on the other side, had evidently become too marked for the companies to take the situation lying down, and the action by no fewer than eleven big lines would appear to be the outcome of very considerable provocation.

The straw which finally broke the camel's back, according to Reuters, was the refusal of a number of immigrants who had lived in America for five years, and had merely been away on holiday, with every intention of returning to the land of their adoption.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING" "KWONGSANG" "HOPEANG" "KWAIRANG"	Sun., 30th Sept., at 9 a.m. Wed., 3rd Oct., at 7 a.m. Sun., 7th Oct., at 2 p.m. Wed., 10th Oct., at 7 a.m.
OSAKA via AMOY, SHANGHAI & KOBE	"NAMSANG"	Thurs., 11th Oct., at 7 a.m.
CANTON	"CHEONGSHING"	Fri., 28th Sept., at 7 p.m.
SINGAPORE	"FOOKSANG"	Fri., 5th Oct., at 8 p.m.
STRAITS & CALCUTTA	"HOSANG"	Fri., 12th Oct., at 8 p.m.
TIENTSIN	"CHEONGSHING"	Mon., 1st Oct., at Noon
BANDEAN	"MAUSANG"	Thurs., 13th Oct., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAPP"	... (via Oran)	31st Oct.
Motor Vessel "GLENSHIEL"	... (via Oran)	18th Nov.
Motor Vessel "GLENBEG"	... (via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENSHIEL"	... 28th Sept.
Motor Vessel "GLENBEG"	... 14th Oct.
Motor Vessel "GLENBEG"	... 28th Oct.
Steamship "FEMBROKESHIRE"	... 18th Nov.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class ... £80. Intermediate class ... £48.

NEXT SAILINGS TO EUROPE:—

Freight	S.S. "Schlesien"	... departs 13th Oct.
Pass.	S.S. "DERFFLINGER"	... departure 24th Oct.
Freight	S.S. "Gieseler"	... departure 9th Nov.
Pass.	S.S. "SAARBRUECKEN"	... departure 17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa.

Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles.

Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... £75.00. Intermediate class ... £45.00.

Freight M.S. "Trave" ... due here 13th Oct.

Pass. S.S. "SAARBRUECKEN" ... due here 21st Oct.

Freight S.S. "Els" ... due here 7th Nov.

Pass. S.S. "COBLENZ" ... due here 18th Nov.

MELCHERS & CO.,

AGENTS, HONG KONG.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings

subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Friday,	the 28th Sept., at 3 p.m.
HALVARD	Tuesday,	the 2nd Oct., at 12 Noon
HAINING	Friday,	the 5th Oct., at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round-Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

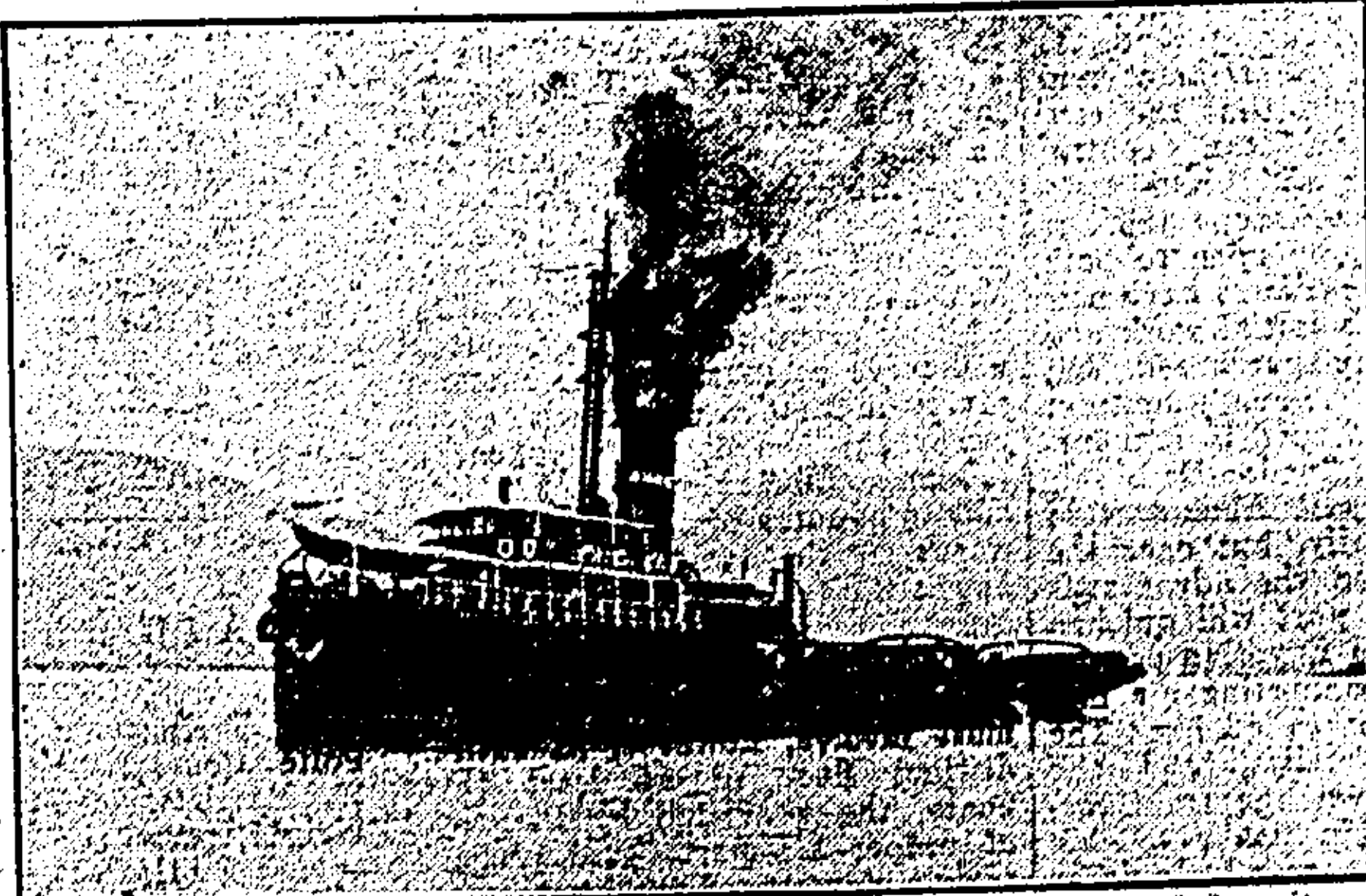
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General Managers.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 152 ft. Breadth 24 ft. Depth 12 ft. L.H.P. 2,000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., ROWLOON DOCK, HONG KONG.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Strains	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPERESS OF ASIA	Jan. 28	Jan. 31	Feb. 3	Feb. 5	Feb. 14
EMPERESS OF FRANCE	Feb. 18	Feb. 21	Feb. 24	Feb. 26	Mar. 5
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF ASIA	Mar. 28	Mar. 31	Apr. 3	Apr. 5	Apr. 14
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS & THE NEW YEAR HOLIDAYS

"EMPERESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 15th, in ample time to enable passengers destined to Canada or United States points to reach home for Christmas. For passengers destined to Europe, connection may be made with the "Montreal" from St. John, December 21st, reaching Liverpool December 28th.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 16	Oct. 19	EMPRESS OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPRESS OF ASIA	Nov. 2

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TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES

2180, 2112, 2110, 2102, 223, VIA SAN FRANCISCO.

G3440, G3430 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

RIBERIA MARU (Call Los Angeles) Tuesday, 2nd Oct.

TAIYO MARU (Call Nagasaki) Tuesday, 18th Oct.

TENYO MARU Tuesday, 30th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... Saturday, 6th Oct.

HAKOZAKI MARU ... Saturday, 20th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th Oct.

MISHIMA MARU (Call Zamboanga) Wednesday, 21st Nov.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK AND BOSTON via PANAMA.

TOBA MARU ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU (Call Glasgow) Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Sunday, 30th Sept.

GENOA MARU ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe direct) Friday, 23rd Sept.

MALACCA MARU (Call Keelung omit S'hai) Sun, 30th Sept.

TOYOOKA MARU ... Monday, 1st Oct.

+ Cargo only.

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For further information, apply to—

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[7]

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MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 11th October, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

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JAVA-CHINA-JAPAN-LIJN.

Telephone 1674. Your Builders, CHANG ROAD.

Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS GOOD.

THROUGH FREIGHTS INCREASE.

The general cargo returns for the 24 hours, ended at 9 a.m. yesterday showed an increase both of local imports and through freights. Fifteen arrivals and twelve departures were shown of which six arrivals and four departures were British ships. Local imports from eleven vessels amounted to 13,161 tons of which 6,734 tons were contributed by five British ships. The s.s. *Tjikarang* (Dutch) from Sourabaya and Muntok discharged 4,010 tons of sugar, tea and coffee, and the s.s. *Protetilaus* (British) had 2,000 tons of flour, lumber and coal. Nine vessels carried a total of 13,400 tons of through freights of which 7,302 tons were contributed by four British ships. The best carrier was the s.s. *Tjikarang* (Dutch) from Sourabaya and Muntok with 6,331 tons of general merchandise. The s.s. *Yagato Maru* from Yokohama and Shanghai carried 4,089 tons of cotton goods and silk. The s.s. *Glenara* (British) was best British carrier with 4,000 tons from Hamburg and Singapore. The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	5	4
Japanese	3	1
Norwegian	1	0
Chinese	1	4
Dutch	1	2
French	1	1
Total	15	12

VESSELS EXPECTED.

Australian-Oriental Line.

Change, Oct. 9th.

Taiping, Nov. 8th.

Bank Line.

City of Glasgow, to-morrow.

City of Kios, October 2nd.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Mobile, October 27th.

City of Perth, Oct. 30th.

City of Mandalay, Nov. 24th.

City of Chester, Dec. 28th.

Bipe Funnel Line.

Meriones, to-morrow.

Sardonia, October 3rd.

Protetilaus, October 8th.

Atyanaz, October 10th.

Oanfa, October 13th.

Cachas, October 18th.

Diomed, October 18th.

Tallyho, October 18th.

Agapenor, October 17th.

Antenor, October 18th.

Eurylochus, October 20th.

Pyrrhus, October 24th.

Patroclus, October 31st.

Cyclops, November 6th.

Laion, November 6th.

Deucalion, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Helenus, Nov. 17th.

Tithon, Nov. 20th.

Tyndarus, Nov. 25th.

Apollon, Nov. 27th.

Glaucus, Nov. 30th.

Telemachus, Dec. 8th.

Philoteles, Dec. 9th.

Dardanus, December 15th.

Aeneas, Dec. 17th.

British-India and Apcar Line.

Takeda, to-morrow.

Tahiti, to-morrow.

Tahiti, Oct. 10th.

Tahiti, Oct. 11th.

Tahiti, Oct. 30th.

Canadian Pacific Line.

Empress of Canada, Sept. 30th.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 29th.

Doddwell & Co.

Toronto, October 10th.

Dollar S.S. Line.

President Cleveland, to-day.

East Asiatic Co., Copenhagen.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Africa, Nov. 5th.

Siam, Dec. 2nd.

Eastern and Australian Lines.

Arifura, Oct. 10th.

Tanda, Nov. 5th.

Glan Line.

Carnarvonshire, October 14th.

Glenbeg, October 26th.

Glenapp, Oct. 31st.

Pembrokehire, Nov. 12th.

Hamburg-Amerika Linie and

Hugo Stinnes Linien.

Ermland, to-day.

Carl Legion, Oct. 9th.

Burgundian, Oct. 11th.

Ruh, October 28th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 9th.

Java-China-Japan Line.

Jikembang, September 30th.

Tjimanock, October 5th.

Tjileboet, Oct. 8th.

Tjuarora, Oct. 10th.

Tjikarak, Oct. 15th.

Tjikalak, Oct. 18th.

Tjiki, Oct. 22nd.

Messageries Maritimes.

D'Aragnan, October 9th.

General Mettinger, October 9th.

Paul Decat, October 23rd.

Sphinx, Oct. 23rd.

Andre Labou, Nov. 7th.

Chenoncaus, Nov. 21st.

Porthos, Dec. 5th.

Athos II., Dec. 19th.

Nippon Yusen Kaisha.

Tambo Maru, to-day.

Kagawa Maru, to-morrow.

Kagawa Maru, to-morrow.

Toyooka Maru, Sept. 30th.

Gama Maru, Oct. 4th.

Fushimi Maru, Oct. 5th.

Tokushima Maru, Oct. 7th.

Kanagawa Maru, Oct. 8th.

Awa Maru, Oct. 10th.

Taiyo Maru, Oct. 10th.

Tenryo Maru, Oct. 11th.

Tsuruga Maru, Oct. 13th.

Haruna Maru, Oct. 14th.

Danku Maru, Oct. 17th.

Mishima Maru, Oct. 18th.

Wakana Maru, Oct. 18th.

Hokozaki Maru, Oct. 18th.

Toba Maru, Oct. 20th.

Akita Maru, Oct. 21st.

Ceylon Maru, Oct. 21st.

Atsuta Maru, Oct. 23rd.

Akita Maru, Oct. 23rd.

Tenryo Maru, Oct. 23rd.

Norddeutscher Lloyd, Bremen.

Schlesien, Oct. 13th.

Trave, Oct. 13th.

Saarbrücken, Oct. 21st.

Haf, Nov. 7th.

Hofen, Nov. 18th.

Peninsular and Oriental.

Khiva, to-day.

Kashgar, to-day.

Lahore, to-day.

Macedonia, Oct. 12th.

Jeyore, Oct. 13th.

Mora, Oct. 13th.

Kiddiermore, Oct. 14th.

Karmala, Oct. 19th.

Khyber, Oct. 28th.

Mirzapore, Nov. 1st.

Kashmir, Nov. 2nd.

Naldera, Nov. 23rd.

Mantua, Dec. 7th.

Kalyan, Dec. 21st.

DAILY WATERFRONT NEWS.

FINED FOR OBLIGING PASSENGERS.

[BY LONGSHOREMAN.]

A Chinese mistress of a cargo boat was fined \$23 by Commander J. B. Newill, R.N., D.S.O., at the Marine Court yesterday morning for taking twenty-three passengers on her cargo boat from the s.s. *Teau*.

Lance-Sergeant Goldsmith prosecuted and the defendant pleaded that she took some cargo ashore from the s.s. *Teau* and on returning she was asked by the owners of the cargo to take them ashore as well. There were no other boats near by at the time, and she accepted. The Magistrate imposed a fine of \$1 per head which amounts for the unusual fine of \$23.

Junk Turns Turtle.

An aged member of a junk was asleep in the cabin when the junk turned turtle at Aberdeen yesterday. The old woman was drowned before the junk could be righted and her body was taken to the Mortuary. The junk was capsized by a sudden squall whilst proceeding to the fishing grounds off Deep Water Bay.

Sunken Junk At Wangmoon.

The Commissioner of Customs at Wangmoon reports that a junk lies sunk at Wangmoon but the exact position is at present unknown. Steps are being taken to locate the boat and have it marked as follows: "A green flag by day and green light over a white light by night." Another notification will be issued as soon as the junk's position has been defined.

Shipping Movements.

The s.s. *Fan* was undocked yesterday at the Kowloon Docks, while the s.s. *Hiram* has been taken in hand for overhaul. The s.s. *Tai Lee* will also be taken in hand by the Kowloon Docks for overhaul and will follow following fumigation which will be completed on Sunday.

Two Deaths On S.S. "Antung."

Two deaths were reported by the s.s. *Antung* which arrived here from Swatow and Amoy. The bodies were landed at Swatow.

Asiatic Deck Passengers.

Five vessels, brought 749 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.14 a.m.	6.14 p.m.
To-morrow	6.14	6.13
Sunday	6.15	6.12

Prince Line.

Japanese Prince, October 14th.

Chinese Prince, Nov. 8th.

Swedish East Asiatic Co., Ltd.

Benares, Oct. 8th.

Sumatra, Oct. 30th.

Agra, Oct. 30th.

With Wilhelmssen, Oslo.

Norwegian Africa and Australia

Lips.

Tungsha, Oct. 12th.

Rena, Nov. 28th.

Taiwan, Dec. 8th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF DELHI" ... Havre, London, Rotterdam &amp

